RACETRACK TEST:

KENNY ROBERTS & WES COOLEY

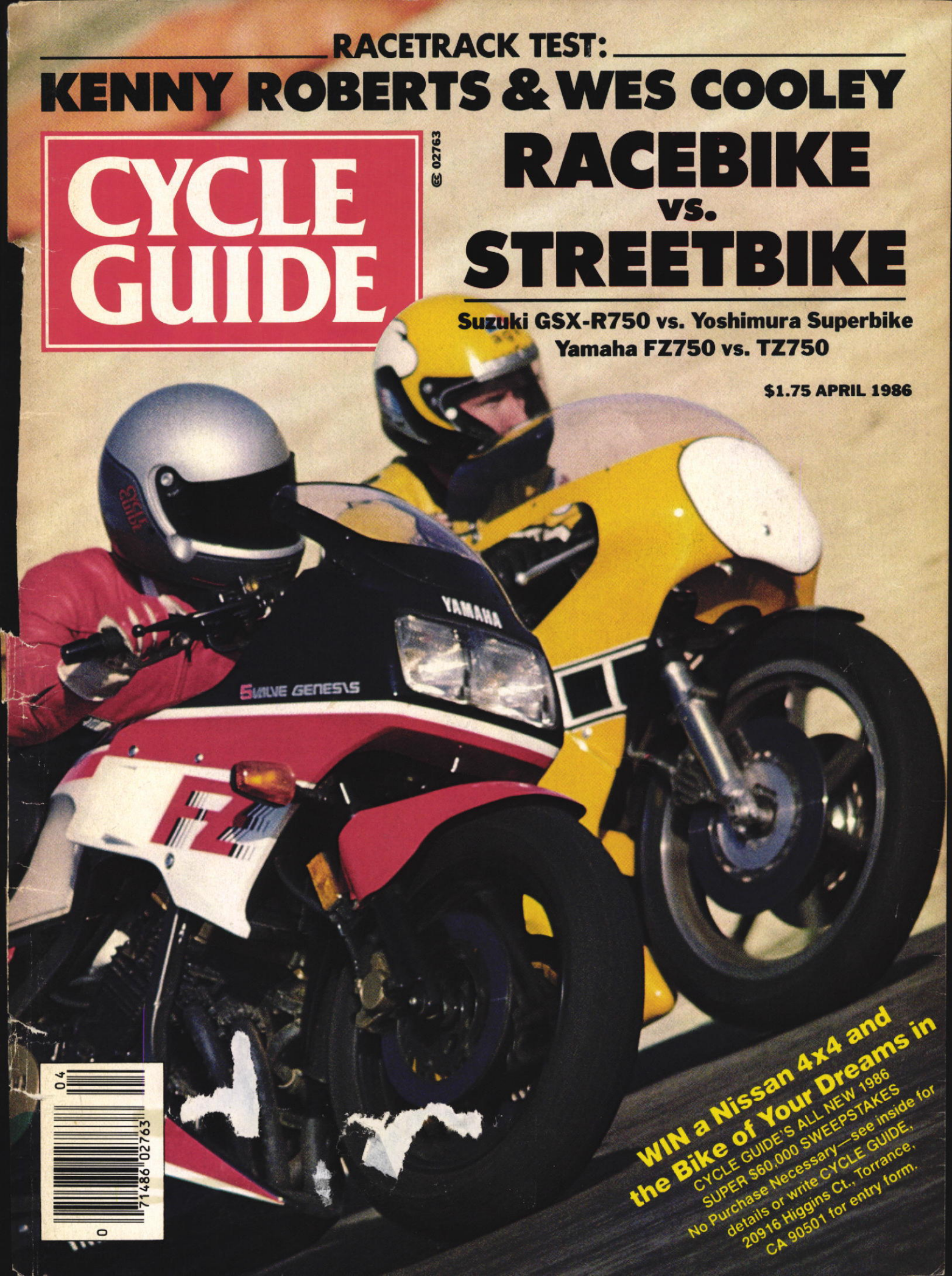
CYCLE GUIDE

02763

RACEBIKE vs. STREETBIKE

Suzuki GSX-R750 vs. Yoshimura Superbike
Yamaha FZ750 vs. TZ750

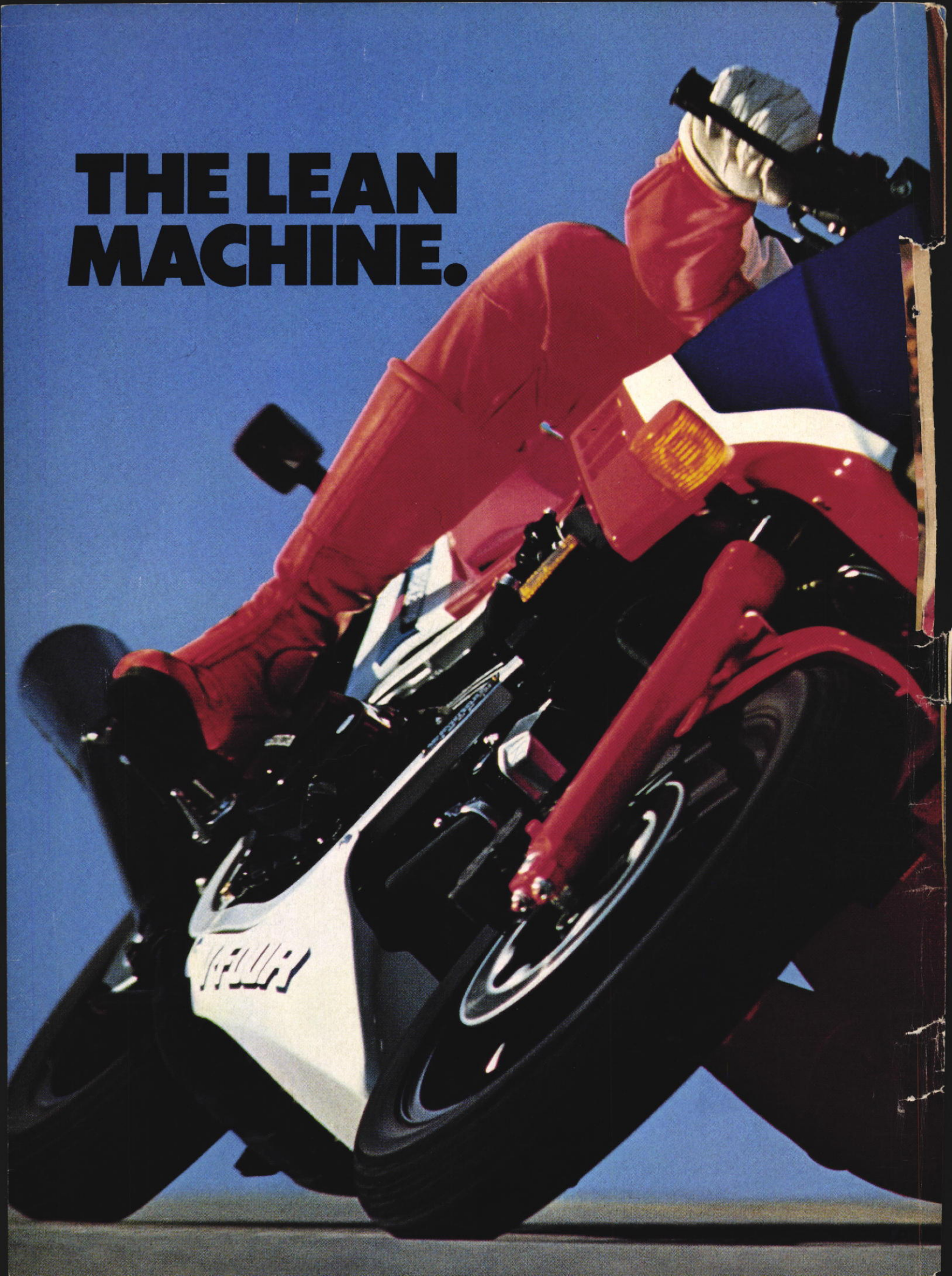
$1.75 APRIL 1986



WIN a Nissan 4x4 and the Bike of Your Dreams in
CYCLE GUIDE'S ALL NEW 1986
SUPER $60,000 SWEEPSTAKES
No Purchase Necessary—see inside for details or write CYCLE GUIDE, 20916 Higgins Ct., Torrance, CA 90501 for entry form.

04
0 71486 02763

THE LEAN MACHINE.



POWER AND WEIGHT IN PERFECT BALANCE.

Lean into the curve. Feel the precision steering, the balance, the comfort. With handling that crisp and positive, it has to be a 500 Interceptor™—the motorcycle that established a new precedent for mid-sized sport machines.

The DOHC liquid-cooled 90-degree V-4 engine delivers 68 horsepower† at 11,500 rpm. It's definitely got the power.

The engine's location in the specially designed rectangular section frame gives the Interceptor™ a low center of gravity. The exclusive Pro-Link™ rear suspension features an air-adjustable shock with four-way adjustable rebound damping. It handles like a dream.

Power and weight in perfect balance—an unforgettable riding experience waiting at your Honda dealer. 500 Interceptor: The lean machine.

RIDE LIKE A PRO.

That means using your head. And riding safely. Always wear a helmet and eye protection. Read your owner's manual carefully. Follow the rules of the road and always use common sense. Never drink and ride. Ride at a safe speed. If you're riding a new or unfamiliar machine, take it extra easy. Doing the right things makes riding a lot safer. And more fun.

The 500 Interceptor has a 12-month unlimited mileage warranty. See your local Honda dealer for complete details. Specifications and availability subject to change without notice. †SAE net taken at the crankshaft. California version differs slightly due to emissions equipment. Interceptor and Pro-Link are Honda trademarks. For a free brochure, see your Honda dealer. Or write: American Honda, Dept. 198, P.O. Box 7055, No. Hollywood, CA 91609-7055. © 1986 American Honda Motor Co., Inc. (2/86)

HONDA MOTORCYCLES

FOLLOW THE LEADER

Contents

VOL. 20 NO. 4 APRIL 1986

TRACKSIDE TESTIMONIAL

22 RACETRACK COMPARISON: RACEBIKES vs. STREETBIKES *a race to the production line*—**by Jerry Smith**

TESTS

80 SUZUKI GSX-R750 *competition license not included*—**by Marc Cook**

85 COMPARISION TEST: SUZUKI GSX-R750 vs. YAMAHA FZ750 *750 slugfest*—**by Jerry Smith**

FEATURES

55 RIDING IMPRESSION: CHRISTIAN SARRON'S YAMAHA YZR500R *quick; what's the French word for "whoa?"*—**by Mat Oxley**

73 KAWASAKI TRIPLES RETROSPECT *triple-distilled legend* —**by Jerry Smith**

PRODUCT EVALUATIONS

67 YAMAHA CYCLE-LOK *safe behind bars*—**by Jim Miller**

71 WOLF TRAP GEAR NET *beyond the bungee*—**by Jerry Smith**

GUIDE LINES

33 COMING SOON *Harley heritage and the golden age of thumpers*

48 RUMORS *Quasar in the race and GSX-Rs with luggage*

52 RIDE/REPORT: NORTON INTERPOL 2 *rotarians' delight* —**by Bob Marich**

OFF-ROAD

91 INSIDE LINES *old enough to be a racer*

94 RIDING IMPRESSION: GARY DENTON'S SUZUKI QUADRACER *teaching a new Quad old tricks*—**by Marc Cook**

96 TEST: YAMAHA YZ250 *motocross ups and downs*—**by David Dewhurst**

98 COMPARISON TEST: HONDA CR250R vs. YAMAHA YZ250 *trading places*—**by David Dewhurst**

SPORT LINES

101 END OF AN ERA *MX without the works*

110 PIT BITS *five for BMW, 10 for Spencer*

114 WINNERS AND LOSERS *they don't make them like they used to*

COLUMNS & DEPTS

7 CYCLE GUIDE'S CYCLE GUIDE *compare and contrast*

8 VOICE FROM THE WILDERNESS *don't laugh, it's paid for*

9 MOTOMART *prices may vary*

14 LETTERS *stamp of disproval*

122 SETTING IT RIGHT *grace with speed*

ON THE COVER: Yamaha racers, past and present, waltz fairing-to-fairing around Willow Springs to determine how close today's new-wave sportbikes are to racing's golden oldies. David Dewhurst caught Dain Gingerelli aboard an FZ750, putting the move on TZ-mounted Kenny Roberts, just seconds before Gingerelli woke up. Check page 22 to see how Roberts and Cooley rate today's production-line repli-racers.

CYCLE GUIDE

Publisher
Peter S. Nicolaysen

Editor
Jim Miller

Art Director
Gilbert Luna

Managing Editor
Tim Brodd

Associate Editor
Marc Cook

Features Editor
Jerry Smith

Systems Director
David Clark

Editorial Assistants
Mike Gillies
Bill Wolf

Sport Editor
Dain Gingerelli

News Editor
Larry Works

Technical Advisor
David Dewhurst

Foreign Correspondent
L.J.K. Setright

Tokyo Correspondent
Yasushi Ishiwatari

Contributors
Patrick Behar, Paul Buckley, Hector Cademartori, Rich Chenet, Shigeru Chikata, Chris Eastman, Vic Huber, Doug Jackson, Vince McMahon, Tom Riles, Joe Saputo, Jeff Smith, Dan Sorenson, Mark Wagner

Copyright 1986 Cycle Guide Publications Inc. Reproduction in whole or part is expressly forbidden without prior written permission of the publisher.

ILLUSTRATION © 1986 JOE SAPUTO

NEW FOR '86

BIEFFE SNELL '85

All new for 1986 are the exciting new Bieffe tri-colored fiberglass helmets. These finely crafted helmets are truly first class from the plush terry interior to the famous Italian graphic styling. Bieffe has combined style and function; these world class, professional helmets have passed the rigorous SNELL '85 and DOT safety tests.

The Bieffe fiberglass helmets have additional features previously available only on helmets nearly twice the cost. For extra riding pleasure, these racy beauties feature venting, a four (4) position rachet air tight clear shield (smoke shields are also available), a soft padded neck roll, and for carrying convenience a FREE helmet bag is included with every helmet.

Before you buy your next helmet, check out Bieffe's SNELL '85, at $99.95 they can't be beat. Available in white, black, red and anthracite in sizes SM, M, L, XL, XXL.

$99.95 retail price plus $10.00 for shipping and handling (CA residents include tax). Send for a Free color brochure and ordering information.

$99.95 Retail Price Includes Free helmet bag.

BIEFFE®

Bieffe U.S.A., P.O. Box 10178, San Jose, California 95157 (408) 249-1762

"TSUBAKI CHAIN . . . it's my choice!"

Kenny Roberts

KENNY ROBERTS' fame in racing circles is legendary. Yet, in all his years of experience TSUBAKI is the first chain he would stake his reputation on. Why? In his words. "I thought TSUBAKI was just another chain making the same claims as all the others. Wrong! TSUBAKI is one chain that really does what it claims to do. I play as hard as I race . . . TSUBAKI is what I use on all my personal bikes!"

TSUBAKI hi-performance chains are available in: QR roller series, HSL heavyduty self lube, and the new super pro OMEGA and SIGMA sealed O-ring series. If like KENNY ROBERTS, your priorities are quality, strength, and durability TSUBAKI is the chain for you.

TSUBAKI . . . the Chain Fit For A King . . .
Modestly Priced At Your Nearest Dealer.

TSUBAKI

The World is Our Marketplace

UST, INC., 12275 E. Slauson, Whittier, CA 90606

Send for free decal and application order information catalog. Sug. list for 520 chain starts at $23.00.

CYCLE GUIDE

CYCLE GUIDE PUBLICATIONS

EXECUTIVE AND EDITORIAL OFFICES

Cycle Guide Publications
20916 Higgins Court
Torrance, California 90501

President	George W. Dougherty
Executive Vice-President	Peter S. Nicolaysen
Vice-President, Treasurer	Irv Braun
Vice-President, Finance	Anthony Lisanti
Vice-President, Circulation	L. Albert Crespo
Subscription Manager	Paul J. Zive
Back Issues/Reception	Loretta Albert

CYCLE GUIDE(ISSN 0011-4278) is published monthly except during November by Cycle Guide Publications, Inc., 20916 Higgins Court, Torrance, California 90501. Second Class Postage paid at Torrance, California, and at additional mailing offices.

EDITORIAL CONTRIBUTIONS are welcomed by Cycle Guide Publications, Inc., but cannot be considered unless guaranteed exclusive. Cycle Guide cannot be responsible for unsolicited material or damage to same in mails. If material is to be returned, include self-addressed, stamped envelope.

EASTERN SALES OFFICE

Joe Salluzzo
Eastern Sales Manager
770 Lexington Avenue
New York, New York 10021
Phone: (212) 486-8430

WESTERN SALES OFFICE

Charles Young
National Advertising Director
Marcel Fortney
Western Sales Manager
20916 Higgins Court
Torrance, California 90501
Phone: (213) 328-5700

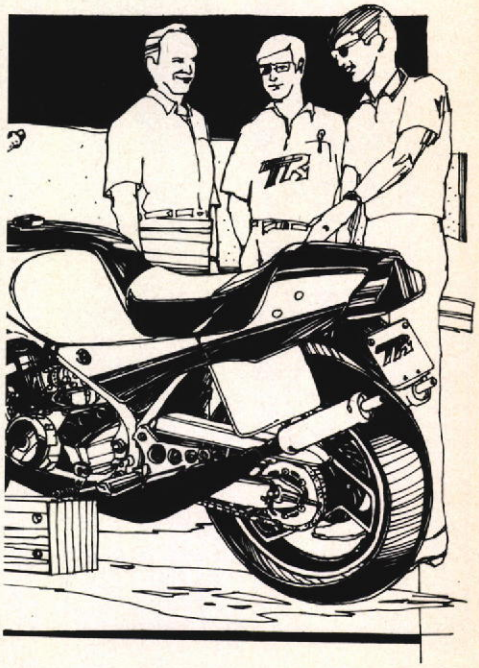
Advertising Production Manager — Muriel Torii

SUBSCRIPTION AND CIRCULATION

Cycle Guide Reader Service
P.O. Box 993
Farmingdale, New York 11737-0001
1-800-227-5782
Please include a copy of the mailing label from a recent issue when corresponding about your subscription.
Postmaster: Send forms 3579 to the above address.

SUBSCRIPTION RATES: United States, $13.98 one year, $24.00 two years, $32.00 three years. In Canada, add $5.00 per year, all other countries add $8.00 per year. Single copy rate $1.75.

MEMBER OF AUDIT BUREAU OF CIRCULATIONS



CYCLE GUIDE'S CYCLE GUIDE

Cycle Guide's catalog of recent test hardware—no brag, just fact

OFF-ROAD

MAKE & MODEL	ISSUE	TYPE	ENGINE TYPE	WHEEL TRAVEL, IN. FRONT/REAR	WEIGHT, LBS.	RAKE/TRAIL, DEGREES/INCHES	GEARS
Cagiva WRX 250-'84	August '84	Enduro	Two-stroke	11.1/11.6	232	30.0/4.65	6
Cagiva WMX 250-'84	January '84	Motocross	Two-stroke	11.9/12.7	221	28.0/4.65	6
Can-Am 320 Trials-'84	October '84	Trials	Two-stroke	4.8/4.5	205	25.5/3.00	6
Honda ATC250R-'84	May '84	ATV	Two-stroke	8.8/8.C	311	N/A	5
Honda ATC350X-'85	September '85	ATV	Four-stroke	8.0/7.0	324	23.0/1.4	6
Honda FourTrax 4x4-'86	Nov./Dec. '85	ATV	Four-stroke	4.1/4.6	570	3.0/0.5	5
Honda CR125R-'84	April '84	Motocross	Two-stroke	11.2/12.3	195	27.2/4.29	6
Honda CR250R-'86	February '86	Motocross	Two-stroke	11.7/12.0	221	27.5/4.41	5
Honda CR500R-'85	February '85	Motocross	Two-stroke	11.6/12.3	232	27.5/4.41	5
Honda XR200R-'84	August '84	Enduro	Four-stroke	9.9/9.6	235	26.0/4.13	6
Honda XR600R-'85	October '85	Desert	Four-stroke	10.9/11.4	284	28.0/4.65	5
Husqvarna 250WRX-'85	August '85	Enduro	Two-stroke	11.8/12.5	239	27.0/4.72	6
Husqvarna 430 Auto-'86	March '86	Enduro	Two-stroke	10.7/11.5	245	27.0/4.72	3
Husqvarna 500CR-'85	April '85	Motocross	Two-stroke	11.9/12.9	235	27.0/4.72	4
Husqvarna 510TE-'85	March '85	Enduro	Four-stroke	10.6/11.9	263	28.5/5.16	6
Kawasaki KDX200-'86	March '86	Enduro	Two-stroke	10.1/10.7	225	26.5/5.31	6
Kawasaki KX125-'86	January '86	Motocross	Two-stroke	11.2/12.6	201	27.5/4.57	6
Kawasaki KX250-'84	February '84	Motocross	Two-stroke	11.6/12.3	220	28.5/4.65	5
Kawasaki KXT250 Tecate-'84	May '84	ATV	Two-stroke	8.6/8.2	319	N/A	5
Kawasaki KLR600-'84	September '84	Dual-purpose	Four-stroke	9.2/8.3	322	29.5/4.80	5
M-Star 250 Supercross-'84	Nov./Dec. '84	Motocross	Two-stroke	11.7/12.7	230	27.0/4.72	5
Suzuki Quadracer 250-'85	May '85	ATV	Two-stroke	7.2/8.1	326	N/A	5
Suzuki RM125-'85	May '85	Motocross	Two-stroke	11.4/11.8	202	29.0/4.84	6
Suzuki RM250-'84	February '84	Motocross	Two-stroke	11.8/12.9	220	27.8/4.41	5
Yamaha BW200-'85	April '85	Trail	Four-stroke	6.3/6.6	249	27.3/3.46	5
Yamaha IT200-'84	August '84	Enduro	Two-stroke	10.0/10.6	211	28.0/4.53	6
Yamaha TT600-'85	October '85	Trail	Four-stroke	11.3/10.7	283	28.0/4.65	5
Yamaha TY350-'85	July '85	Trials	Two-stroke	6.5/4.8	193	23.0/1.93	6
Yamaha XT250-'84	Nov./Dec. '84	Dual-purpose	Four-stroke	9.7/7.9	266	28.3/4.60	6
Yamaha YZ125-'84	April '84	Motocross	Two-stroke	11.9/12.3	194	27.7/4.57	6
Yamaha YZ250-'86	April '86	Motocross	Two-stroke	11.7/12.0	225	28.0/4.69	5
Yamaha YZ490-'84	June '84	Motocross	Two-stroke	11.3/12.7	227	28.5/4.72	4

STREET

MAKE & MODEL	ISSUE	ENGINE TYPE*	DISPLACEMENT, CC	QUARTER-MILE, SEC./MPH	TOP SPEED, MPH	WEIGHT, LBS.	FUEL CONSUMPTION, MPG	STOPPING DISTANCE FROM 60 MPH, FT.
BMW K100-'86	March '86	4I/G	987.2	12.412/108.82	122	506	35–46	139
BMW K100RS-'84	October '84	4I/G	987.2	12.381/109.48	133	532	39–54	139
BMW R80-'85	September '85	2C/G	782.5	13.357/98.36	114	439	37–52	148
Cagiva Alazzurra 650 SS-'86	February '86	90 deg. 2D/F	649.6	12.982/99.18	113	432	34–49	135
H-D FLTC Tour Glide-'86	January '86	45 deg. 2D/H	1337.7	14.378/90.00	107	748	31–49	141
H-D FXRS Low Rider Sport-'86	Nov./Dec. '85	45 deg. 2D/F	1337.7	13.654/96.25	115	592	31–50	132
H-D FXRT Sport Glide-'85	October '84	45 deg. 2D/H	1337.7	14.180/90.36	92	640	28–51	126
H-D XLH 883 Sportster-'86	September '85	45 deg. 2D/F	882.9	14.045/92.40	106	467	37–67	131
Honda Gold Wing Ltd Ed.-'85	March '85	4C/G	1181.9	13.346/98.36	113	810	37–45	134
Honda NS250R-'85	May '85	90 deg. 2D/F††	249.3	13.091/101.58	121	339	27–38	135
Honda NS400R-'85	October '85	90 deg. 3D/F††	387.4	12.324/108.69	125	392	25–45	135
Honda VF500F Interceptor-'84	July '84	90 deg. 4D/F	497.6	12.484/106.00	126	419	33–48	123
Honda VF700C Magna-'85	August '85	90 deg. 4D/G	698.9	12.390/108.82	128	520	34–47	131
Honda VF700F Interceptor-'84	October '84	90 deg. 4D/F	698.9	12.323/106.50	124	512	37–48	136
Honda VF700S Sabre-'85	January '85	90 deg. 4D/G	698.9	12.358/109.09	121	514	28–48	136
Honda VF1000R-'85	July '85	90 deg. 4D/F	998.4	11.308/121.78	149	578	20–42	135
Honda VT1100C Shadow-'85	June '85	45 deg. 2D/G	1099.2	13.022/100.33	112	560	33–44	127
Honda V65 Magna-'85	February '85	90 deg. 4D/G	1098.0	11.440/118.42	142	566	34–46	133
Kawasaki 454 LTD-'85	September '85	2A/H	454.1	13.386/97.08	102	427	37–53	125
Kawasaki GPz550-'85	March '85	4A/F	553.8	12.478/104.89	121	432	44–54	137
Kawasaki GPz750 turbo-'85	Nov./Dec. '85	4A/F	739.0	11.441/118.89	141	532	40–54	135
Kawasaki Eliminator-'85	April '85	4A/G	908.2	11.405/117.49	134	569	22–41	131
Kawasaki Ninja 600R-'85	March '85	4A/F	592.6	12.124/109.09	135	448	40–48	135
Kawasaki Ninja-'85	August '85	4A/F	908.2	11.175/123.79	151	535	32–41	131
Kawasaki Ninja 1000R-'86	January '86	4A/F	997.8	10.994/125.69	162	564	33–44	118
Suzuki GS550ES-'85	May '85	4A/F	572.3	12.551/106.50	119	447	33–48	133
Suzuki GSX-R750-'86	April '86	4A/F	749.7	11.566/116.42	142	437	30–47	136
Suzuki GS1150E-'85	June '85	4A/F	1135.4	11.032/121.78	146	529	30–55	138
Suzuki GV700GL Madura-'85	Nov./Dec. '84	82 deg. 4D/G	698.5	13.307/102.15	111	546	23–45	143
Suzuki GV1200GL Madura-'85	February '85	82 deg. 4D/G	1165.9	11.364/117.18	140	576	28–45	131
Suzuki GV1400GD Cavalcade LX-'85	August '85	82 deg. 4D/G	1360.4	12.881/101.12	115	806	24–49	155
Suzuki RG500 Gamma-'85	October '85	Square-Four/F††	498.5	11.991/113.20	N/A	374	22–42	134
Suzuki VS700GLF Intruder-'85	July '85	2D/G	699.7	12.998/101.01	112	442	44–63	132
Yamaha FJ1100-'85	April '85	4A/F	1097.6	11.002/123.28	147	543	30–47	138
Yamaha FZ750-'86	March '86	45 deg. 4A/F	749.6	11.383/118.26	145	494	37–45	127
Yamaha Maxim X-'85	May '85	4A/G	697.3	11.779/113.63	121	505	25–47	135
Yamaha RZV500R-'84	October '85	4D/F††	499.7	12.409/07.52	134	422	25–53	147
Yamaha Venture Royale-'84	March '84	70 deg. 4D/G	1197.6	12.759/101.46	124	752	37–53	137
Yamaha V-Max-'85	May '85	70 deg. 4D/G	1197.6	10.922/127.47	151	596	23–32	137
Yamaha XV700 Virago-'86	March '86	75 deg. 2D/G	699.2	13.686/96.46	104†	489	39–48	130
Yamaha XV1000 Virago-'85	October '85	75 deg. 2D/G	981.0	12.993/101.59	111	507	33–47	132

*__A__-Transverse, __B__-Vertical (single-cylinder only), __C__-Horizontally Opposed, __D__-Tandem Vee, __E__-Transverse Vee, __F__-Chain Final Drive, __G__-Shaft Final Drive, __H__-Belt Final Drive, __I__-Horizontal Longitudinal; † indicates a calculated top speed; †† indicates a two-stroke engine

Order back issues through Cycle Guide Back Issues Department, 20916 Higgins Court, Torrance, California 90501. Include $3.00 for each copy ordered.

(In Canada and Mexico, add $2.00; foreign, $6.00)

Voice From The Wilderness

Waiting For More Dough

Until then, two will do.

• I can't handle much more progress—of the motorcycle kind, that is.

It's not that I have anything against technological innovations. Anybody who rides a motorcycle and claims to be against technology is a hypocrite. For that matter, so is anybody who lives in anything fancier than a cave and doesn't eat raw meat.

Anyone drawing the line on acceptable motorcycle technology at two-cylinders, or one camshaft or manual spark advance, is a meathead and ought to be forced to don a white dickey and ride a pink step-through scooter with fringed saddlebags up to the Rock Store on a summer Sunday morning.

I like fast bikes that handle well. Hardtail, springer, plunger and girder suspensions are fine for historians and proctologists. Likewise, I don't have a hell of a lot of use for 600cc singles, 1000cc fours that produce only 34 horsepower, or most of the tire-oiling twins that make people want to decorate their hides with tattoos.

Still, motorcyclist friends of mine abuse me for not riding a high-tech bike. Of these high-tech motorcycle fans, my friend Turbo Steve is the worst proselytizer. When something new comes out, you can bet he'll be at my front door to rub my nose in it. He has at one time or another stood at my doorstep pointing at his latest shiny crotch rocket while raving on about something that sounded like "moon gas-charged shocks, unobtainium box-tube framing, 361 degree visibility helmet, Mach III rated tires, negative weight swingarm and 27-valve cylinder heads."

He assures me that my 1976 BMW R90S is a dinosaur. It won't do more than 127 mph, it does strange things when you change the throttle settings in a corner, and it vibrates, he reminds me. How can I ride such a thing, he wants to know.

I can ride it because it is paid for, always starts and does everything I ask it to do well enough to please me—in that order. I'll admit that, probably because of that first feature, I don't feel I have to ask as much of my Beemer as a guy with a new bike and a fat payment.

Still, it handles predictably and goes faster than I need it to. I gave up serious street racing some time ago. I watched most of those technoid friends of mine

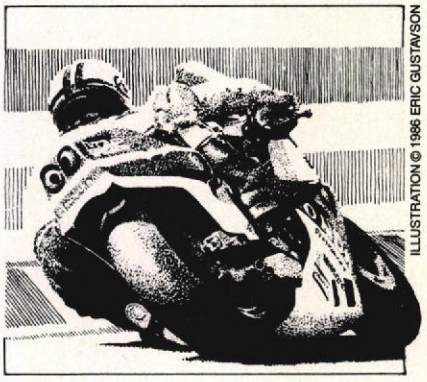


ILLUSTRATION © 1986 ERIC GUSTAVSON

get small in my mirrors back before they were hot shoes and when I still had some credit left at the Second Chance National Bank of Karma.

Besides that, my old bike is reliable and cheap to own—mostly because I can work on its big clunky parts myself. Not much goes wrong with it, and when something does go awry, it's usually not something fancy.

But that argument (actually surly rebuttal) isn't enough for Turbo. Steve has quite a bit of money and even more credit cards. He buys a new bike every nine months or year, and it's always one of the quickest bikes in its class—usually a Japanese sportbike of the café racing persuasion.

Turbo's credit is so good, he can call up his dealer and usually get guaranteed dibs on the first local copy of the hot tip du jour before the ink is dry on the magazine cover. And while he's waiting for the bike to find it's way into the U.S., he'll start buying accessories to match the paint scheme of his new-found love.

Now, understand me, I really do like most of the bikes Turbo buys. He always offers to let me ride them. I usually take him up on the offers, and I usually am amazed how well the new bikes do whatever it is they are supposed to do better than all their predecessors (go much faster, usually).

But I don't get as enthused as Turbo does, because the high finance involved in floating the deal usually deadens the euphoria of the high technology. When Turbo stands next to his new bike and smuggly holds up four or five fingers, I never know whether he's referring to the number of valves per cylinder or how many thousands of dollars his new bike just cost him.

Regardless, I know I'm about to be deluged with statistics every time he pulls up in front of my house with some new gorgeous piece.

The quarter-mile times don't mean that much to me, because I know Jay Gleason could smoke me on a Cushman scooter, no matter what I was riding. But I can see where I'd want to make damn sure I had the fastest thing around if I just laid out $5395 for it.

I'd like to have any of Turbo's cast-offs and has-been bikes. But my financial situation hasn't allowed it. Eventually, I'm sure it will. In the meantime, I sure enjoy my old bike. I wish Turbo and the other guys would understand that and leave me to my two-wheeled anachronism. But they insist on taking my decision to ride the old Beemer until I can afford something new as a rejection of their new bikes. It might also have something to do with my less than enthusiastic reaction to most of the stuff they ride.

Recently, after riding Turbo's FZ750 while he doddered along on my BMW, he asked me what I thought. My answer was something to the effect that the FZ sure was quick and smooth, and "Hey, I had forgotten how good that BMW looked in motion."

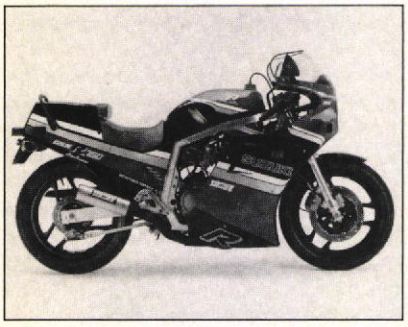
Wrong answer. I was supposed to muster more enthusiasm. But I couldn't and I can't. Speed and handling are just two of the many characteristics that affect the way I feel about an individual motorcycle. I tend to be infatuated with a bike when I buy it. Over the months and years, I'll develop a deeper feeling for the thing (if the depth is hatred, I'll sell it). Eventually, how it looks parked in front of my house starts to mean as much to me as a lot of more quantifiable traits. If it's reliable, looks great, does everything I ask of it well and gives me some good times, I'll like it even more.

I'm a different kind of motorcycle owner from Turbo and most of my friends. Until my bike becomes so slow that the restaurant at the end of our Sunday morning ride runs out of huevos rancheros before I get there, I'll probably continue to choose my bikes for something other than top end.

Besides, somebody has to own these old bikes between the time Turbo and his buddies discard them and they wind up in a museum. —*Dan Sorenson*

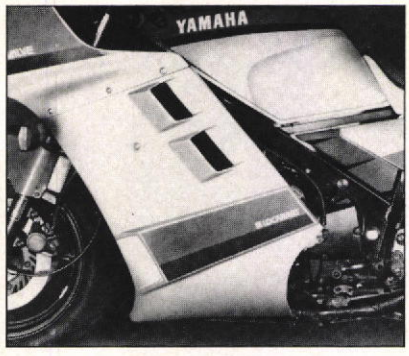
Motomart

Foolproof provisions.

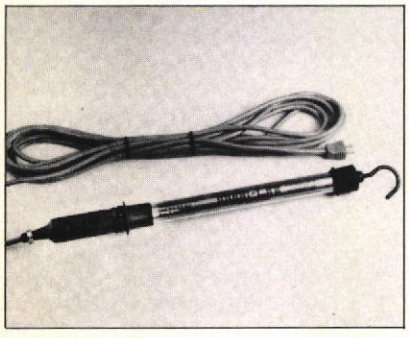


I Could've Had A V&H: Think your GSX-R750 is tiring out, losing its power, feeling heavy? Vance & Hines claims its new exhaust system will boost that power and save 12 pounds at the same time. The "Competition Series" features an exclusive bifurcated collector, which the makers say divides exhaust pulses entering the megaphone area for more power than conventional systems. The street system comes in black chrome or Kal-Gard and carries a suggested retail price of $245. Race in for more information from Vance & Hines, Dept. CG, 14010 Marquardt Ave., Santa Fe Springs, California 90670.

Glass With Class: Lockhart offers Fast Glass Lowers that are intended to make your Yamaha FZ750 not only look cool but run cooler as well. Designed with an air intake scoop and a pair of naca ducts for engine cooling, the lowers have been tested to ensure ground clearance and proper air flow and cooling, according to Lockhart. Fast Glass Lowers for the FZ750 come in red-silver-and-navy for the 1985 model, and pearl-blue-and-red for this year's. The suggested retail price is $279.95. To get all the lowdown, contact Lockhart, Dept. CG, 15555 Texaco St., Paramount, California 90723.

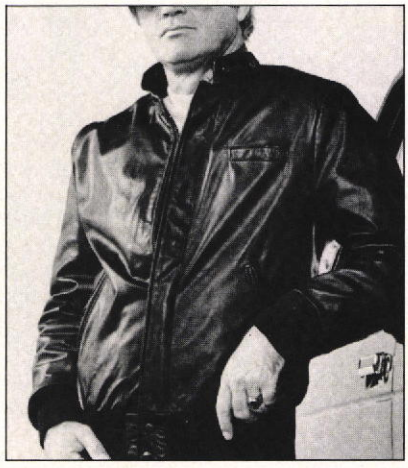


The CHiP-pie Look: Even *civilians* can look as well-heeled as Ponch and John in Crary custom-made Patrol Boots. They're constructed of Norwegian oxhide that Crary claims is water-repellant and breathes to allow evaporation of perspiration. Wedge midsoles keep them out of puddles and feel like conventional soles, also available, Crary adds. The black or brown boots—also in French calf or pebble-grain cowhide—are $375.00 a pair. Get more information, or leather samples and fitting chart for $1, from Crary Custom Bootmakers, Dept. CG, 949 S.W. Oak St., Portland, Oregon 97205.



Watt An Idea: Shed a whole new light on your motorcycle repair work with the Tough-Lite. The Swiss-made light has a 120-volt, non-glare fluorescent bulb that the makers state has a long life and remains cool after many hours. The Tough-Lite also is designed to be shatterproof, waterproof, heat resistant, and oil and acid resistant. The light comes with a 25-foot, double insulation cord with molded-on two-prong plug. Tough-Lite has a $39.95 retail price and a one-year guarantee. Enlighten yourself by contacting Florida Specialty Parts, Inc., Dept. CG, 2010 W. Atlantic Blvd., Pompano Beach, Florida 33061.

Fashion Windfall: Looking for something in leather, don't have the room for a whole cow? Consider Brooks Leather Sportswear's 685 Windbreaker, which features knit cuffs and waistband, four pockets and a two-position collar. The lightweight jacket comes in black or gray, sizes 36–50, for a $150 suggested retail price which includes a five-year limited warranty. Contact your dealer or Brooks Leather, Dept. CG, 14511 W. Eleven Mile Road, Oak Park, Michigan 48237.



Give 'Em A Hand: Gloves made for cooler days aren't always handy, but you can have them right at your fingertips with Castre's C-7003 Cool Weather Gloves. They're intended for just those kind of temperatures, whether you're street riding, racing or touring. The leather gloves have Thinsulate insulation and feature ribbed knuckle protection, extra palm padding and reinforcement around the index fingers and thumbs. In addition, Castre notes the gloves have its exclusive Tri-Curve fit to eliminate bunching up and extra long gauntlets with zippers. The gloves come in black or tan, sizes S–XL, for a $29.95 suggested retail price. Hand over inquiries to Marco Distributing, Inc., Dept. CG, 925 Turnbull Drive, Idaho Falls, Idaho 83401.

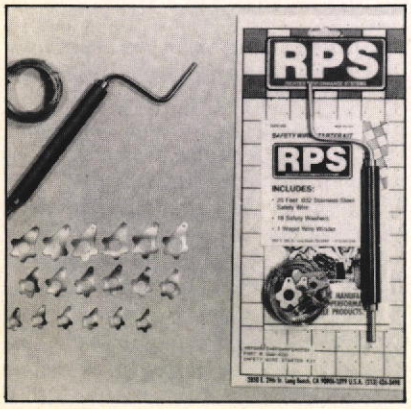
Motomart

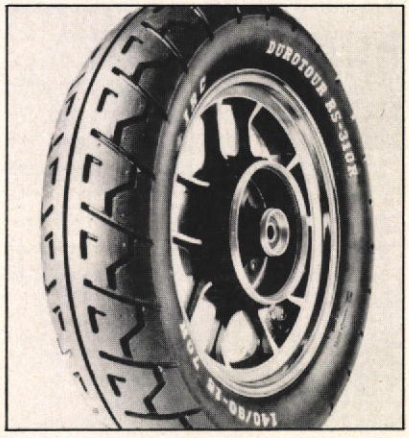
In The Saddle: You say the seat on your Gold Wing has lost its appeal? You say your wife won't sit for another minute on it? Well, bucko, try changing that with a double saddle from Hang 2. Designed for Aspencades and Interstates, the saddle is 18 inches wide, with 7 inches of back support. Hang 2's touring saddle is available with special color-matched vinyl; the design is the same pattern as the stock GL1200 saddle to match the trunk pouches and backrest. Suggested retail price is $199.95, and further information is available from Hang 2, Dept. CG, 1543 Truman St., San Fernando, California 91340.

When In Rome: The ancient Romans wore helmets while driving chariots, but you don't need to be horse-drawn to wear Italian headgear. Bieffe's fiberglass BF85 helmet is Snell '85 and DOT approved, and is designed with chin vents for constant airflow, and a four-position shield with scratch-resistant coating. The helmet comes in five basic colors with tri-color graphics, in sizes S–XXL for a $99.95 suggested retail price. Contact Bieffe USA, Dept. CG, P.O. Box 10178, San Jose, California 95157.

Clearing The Air: If the competition lately has been smoking your two-stroke, Kal-Gard's KG-2 Premium 2-stroke Premix could provide some help. According to the manufacturer, KG-2 reduces varnish and carbon buildup by aiding combustion efficiency and cleaner burning in both liquid- and air-cooled two-strokes. The formula is designed to provide maximum performance with minimal friction. A 16-ounce container has a $3.25 suggested retail price. Contact your local motorcycle dealer or Kal-Gard, Dept. CG, 16616 Schoenborn St., Sepulveda, California 91343.

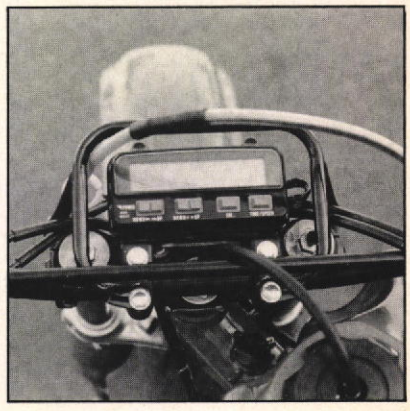
All In The Kit: The next time you safety wire your bike or ATV, a Richter Performance Systems Safety Wire Starter Kit might keep you from getting strung up. RPS claims its exclusive stainless-steel washers—in three sizes—eliminate the need for pliers or drills. The washer tabs bend around the bolt head and secure to a frame rail or gusset with 0.032-in. safety wire using RPS's Wapid Wire Winder. The kit's suggested retail price is $12.95, and is is available from Panavise Products Inc., Dept. CG, 2850 E. 29th St., Long Beach, California 90806.





On a Roll: Keeping your tourer rubber side down can be difficult on threadbare tires, but IRC might be able to help. IRC's tubeless DuroTour RS-310 tires are claimed to provide improved handling, as well as better wet grip, by channeling away water, leaving more rubber in contact with the road. DuroTour front tires are available in a variety of sizes for both front and rear, with most prices under $80. To stay on a roll, contact IRC, Dept. CG, 14111 Kingsley Drive, Gardena, California 90249.

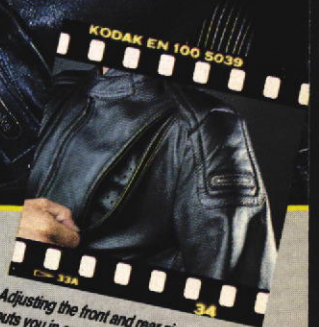
Changing Of The Guard: Instruments on dirtbikes often have the lifespan of a lacewing fly, but if you'd like to extend the life of your XR's instruments past 24 hours, White Bros. can help out with an instrument guard. The guard is made of steel tubing and bolts on easily, according to the manufacturers. Further, White Bros. claims the protector's $18.95 price makes it low-cost insurance for expensive instruments. To find out more about the instrument guard, contact White Bros., Dept. CG, 11750 Seaboard Circle, Stanton, California 90680.



V-PILOT.

Slip into some high tech leather designed for the serious performance rider. Tuck in, feel the stretch panels mold to your body. Feel the adjustable kidney belt hold you tight for a smooth ride. When its cold, snap in the "Thermal-Lock" liner. And on that hot summer ride, zip open the ventilation system. V-Pilot. Get the look.*

Cutaway of snap-in liner features aluminum plated polyester film, backed with fiber insulation.



Adjusting the front and rear zippers puts you in control of the flow-through *ventilation system. *Protected by overseas patent #57802.

hein gericke

*Also available are Pilot Pants that zip to V-Pilot jacket. The world's finest collection of riding leather.

Send for ordering information catalog. The complete Hein Gericke Leather Collection ranges in price from $160.00 to $300.00.

*Patent Pending

INTERSPORT FASHIONS WEST, INC.
201 W. Bastanchury Road, Fullerton, CA 92635

Design: STUDIO 10

You'd probably be say about this bike more for it.

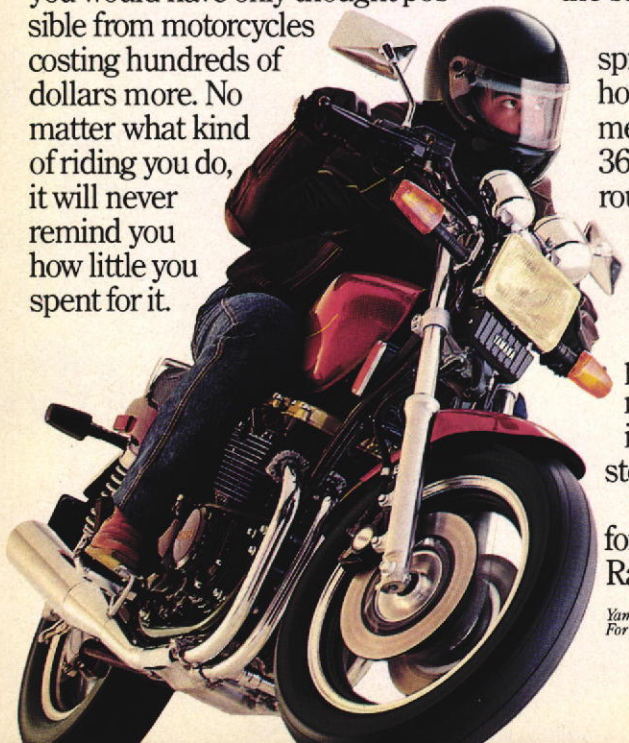
Traditionally, there's been a very simple way to judge a motorcycle's performance. Without any riding. Without any spec's. Without even seeing the motorcycle.

All you have to do is look at the price tag. The lighter it'll make your wallet, the more you'll get. Until now.

Introducing the $2,399 Radian.

We designed the Radian to be everything one would expect a high-quality motorcycle to be. Except one thing. It isn't expensive.

Which is why it offers the kind of versatility and dependability you would have only thought possible from motorcycles costing hundreds of dollars more. No matter what kind of riding you do, it will never remind you how little you spent for it.



The Radian isn't built just for those riders who wear down footpegs as quickly as they wear down tires. Its generous supply of power and smooth ride also make it a thoroughly enjoyable touring mount.

The 598cc four-cylinder DOHC engine produces more horsepower per buck than anything in the industry. Based on the engine that powered the FJ600 in production middleweight road racing.

It's mated to a constant mesh six-speed transmission and a sealed type chain for maximum efficiency and fuel economy.

At 55 mph in sixth gear, the engine lopes along at only 4,400rpm. Sipping gas while you drink in the scenery.

A pair of heavy duty springs with oil dampers hold the rubber to the pavement in the rear. Up front, 36mm forks glide over rough roads while keeping flex to a minimum.

Grab the brake lever and a pair of hydraulic discs with opposed piston calipers and semi-metallic pads provide immediate progressive stopping power.

Sixteen-inch wheels fore and aft let you flick the Radian through S-turns effortlessly. And a 4-into-2 collector exhaust enhances power while it cuts weight and bulk.

The Radian even has our new aircraft-type fuel filler cap. It fits flush with the tank, which makes tank bag mounting easier and more secure. Add some saddlebags and you're ready for a nice, long trip.

Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect fellow riders and the environment. For further information regarding the MSF rider course please call 1-800-447-4700.

lieve everything we if we charged $800

Like all Yamahas, the Radian offers rock solid reliability. Which is a comforting thought when you're a thousand miles from home.

It's also a comforting thought if you depend on your motorcycle to get you to work every day. A chore which the Radian handles much more efficiently and comfortably than one-dimensional touring or sport bikes.

We might also point out that the Radian looks a lot better than any $2399 motorcycle has a right to. With deep, rich paint. Unique aluminum cast wheels. Brilliantly chromed exhaust pipes. A plush, handsomely pleated seat. And clean, no-nonsense lines.

Now considering the price, you may have some difficulty swallowing everything we've said about the Radian. This motorcycle might seem like an impossibly good deal.

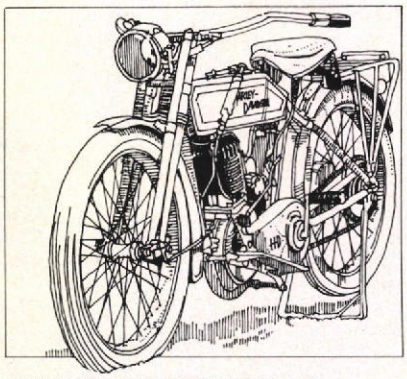
But then, we planned it that way.

YAMAHA

We make the difference.™

12-month limited warranty. Warranty terms are limited. See your Yamaha dealer for details. Specifications are subject to change without notice. Rear view mirror(s) standard equipment. Always wear a helmet and eye protection. This model sold in California is equipped with evaporative emission control device.

LETTERS *Malcolm, Moselhy and moto-music.*



WHAT'S THE BIG IDEAL?

I see that Americans still find it necessary to display their values overseas. After reading about Malcolm Forbes' little adventure (January 1986), I see the Ugly American is still alive and well. I wonder what the locals thought on seeing those big, ostentatious, music-playing motorbikes coming down the road. I would only hope we could keep our own junk at home.

I feel I'm very familiar with H-D, having ridden one through Europe, North Africa and America. Of course, this was without my millions to bail me out when problems developed.

I'm sure by now the Harley Mentality is screaming "Un-American!" but as a veteran I feel I should help preserve the American ideal and promote the use of motorcycles. I know my old Harley shop manual has found its rightful place in history—as a joke book for the john.

Gary Clay
Telluride, Colorado

LIFESTYLES OF THE RICH AND FOOTLOOSE

I sure wish Malcolm would stick to a vehicle a little more in line with his lifestyle—like a Rolls, or maybe a Caddy if he wants to buy American—with which to impress the natives.

As a motorcyclist, I don't appreciate being represented to anyone, especially those who don't know any better, as a spoiled, rich "little g" god with nothing better to do than show off my fancy toys and impress people who might not be so fortunate.

Kelly Howard
Wharton, Texas

THE EMPEROR'S CLOTHES

In response to Terry Moselhy (February 1986)—excuse me, *Emperor* Moselhy—not only does the FXRS compare to Japanese bikes, but look again at the test data, O Great One.

The FXRS and other Harleys use the same front and rear suspension as do a lot of Japanese bikes. The Harley has been the role model for the styling of Honda's Shadow and Rebel, Suzuki's Intruder, Yamaha's Virago and Kawasaki's Vulcan, which together comprise a large number of the motorcycles seen on the streets and highways of the world.

I also feel that the expertise of Smith, Brodd and Everitt speaks for itself. I doubt they'll lose any sleep over someone calling them liars, especially if that person stops reading CYCLE GUIDE.

Thank God I ride a Japanese bike instead of a Harley—otherwise your attitude might have really upset me.

Clint Dance
Blackfoot, Idaho

MORE ON MOSELHY

Terry Moselhy has removed all doubt.

©1985 H-D

LETTERS

It really *is* better to remain silent and be thought a fool than to open one's mouth—or write a letter—and confirm the fact.

Please continue your coverage of H-D's magnificent machines. There *are* those of us who appreciate it.

Gary Wells
O'Fallon, Illinois

MOSELHYS AT 12 O'CLOCK HIGH!

I feel it's my responsibility to warn readers of "Letters" after seeing "Maple Leaf's Rag" (February 1986).

I'm afraid there *are* more out there like him. Sorry.

Earl Spellman
Maryland Heights, Missouri

So are we. But thanks for the warning anyway, Spellman. And keep your head down—ed.

BIKES 'R US

As a graphic designer, I can't help but notice the similarity of the letter "R" on hyperbikes like Suzuki's GSX-R1100, Honda's VF1000R and Kawasaki's 1000R Ninja.

Could you please find out what it stands for and enlighten me? I figured it had to stand for: Give this bike some Respect, it's too fast for fools.

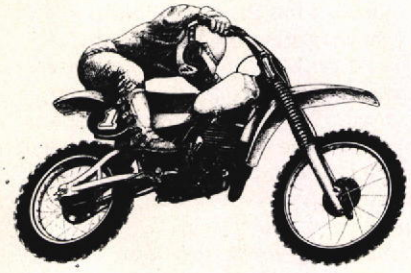
John Knutson
Menomonie, Wisconsin

Sounds plausible to us—ed.

BOYS JUST WANNA HAVE FUN

Charles Everitt hit the nail on the head (January 1986) regarding what Harleys are all about: Fun. I discovered that when I bought mine in 1981, a year in which the quality of Harleys had fallen to an all-time low.

Now, five years, 50,000 miles, a few minor and a few major problems later, I still wouldn't trade that fun for all the speed, reliability and economy that Japanese bikes have to offer. Because when I ride Japanese bikes these days, they feel just like toys—dangerous toys, at that. Sorry, Japan, but I'm only in it for the fun.



Peter Wilson
Phoenix, Arizona

VEE-TWIN TESTIMONIAL

I'm just writing to say thanks for the well-written test of the FLTC (January 1986). Harley is really improving the breed, and it's showing. I own a 1984 FLHT and I love it. I've owned three other bikes, but none compare to it. I rode mine more than 14,000 miles the first year with only one problem, and my dealer took care of that pronto.

Ken Brooks
Robertsdale, Alabama

A MUSICAL NOTE

After reading Dan Sorenson's "Voice from the Wilderness" column (February 1986) on radios for the road, I'd like to

Harley-Davidson
883

LETTERS

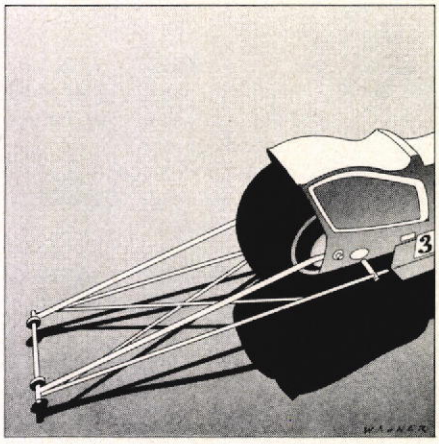
make note of the following.

While you have a right to your opinion, it should be noted that audio equipment on motorcycles is a growing market. I agree that "riding a motorcycle is a form of meditation, a cosmic experience second to none." But listening to a radio while riding doesn't harm that experience, it enhances it. A radio not only supplies music but weather, traffic and road hazard information, as well.

The next time you see (or hear) someone riding with his or her radio on, don't think of them as "wrong, morally incorrect or unnatural." They've simply added a radio for their own enjoyment.

After all, isn't enjoying the sport of motorcycling what it's all about?

Dave Stacy
National Cycle, Inc.
Maywood, Illinois



PASS THE PLATE

The 55 mph speed limit is without a doubt the most ridiculous and unpopular piece of legislation ever dumped on the American public.

Once clear of metropolitan Los Angeles and headed toward Las Vegas on I-15 or toward Arizona on I-40, everyone around me has the same idea, and 68 to 70 mph is the general rule. Let's face it—there's nothing out there, and Interstates are for making time.

I would gladly pay extra for special plates to allow me to do 70 mph out there in God's country. If enough people want this, we could offset the federal government's blackmail tactics for enforcing the 55 at the state level by threatening to withhold revenue-sharing earmarked for California.

Glenn Garrett
Montrose, California

55 FIGHTERS' FOLLOW-UP

Your "Radar Detector Shootout" (December 1985) was very good, although from the looks of the last two "Letters" columns, I think the topic definitely needs more discussion.

I have a 1984 VF1000F Interceptor,

LETTERS

and it's almost impossible to ride this bike under 70 mph. Since I would rather have something to show for my money instead of making those trips to the county courthouse just to see my wallet thinned out, my driver's license jeopardized and my insurance premiums go sky-high, I'm hoping you'll do a follow-up article on radar detectors in an upcoming issue.

Jim Franz
Freeport, Illinois

Stay tuned—ed.

RISQUE BUSINESS

In response to Michael Smith's letter (January 1986), if the pictures bother you, quit ogling them and read the articles you bought the magazine for in the first place. If you're a candidate for a monastery, fine—just don't try to dictate how a magazine should be printed when there are plenty of people who like it the way it is.

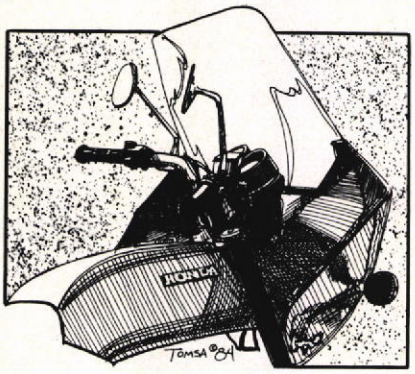
Say, maybe CYCLE GUIDE and Playboy should merge. They could call it Cycleboy or PlayGuide! They'll pose all the test bikes with their side and valve covers off. But no, I guess that'll only make people want to go out and rape Hondas and Yamahas, or maybe fondle a Harley. . . .

Gerald J. Parr
Sumner, Washington

. . . or maybe molest a Morini? Seduce a Suzuki? Tickle a Triumph?—ed.

SLIPPERY SUBJECT

In your riding impression of the GSX-R1100 (February 1986) you state "they (Suzuki) opted for the oil-cooling system *pioneered* in the GSX-R750" in choosing the cooling system for the GSX-R1100.



Oil cooling was also used on my Suzuki XN-85 to supress the heat generated by the turbo. Oil is squirted through jets to the underside of the pistons as well as through oil passages in the head that route oil past the exhaust valve seats. So Suzuki had experience with oil-cooling before the GSX-R750.

Jason Menefee
Cameron Park, California

In fact, all motorcycle engines are oil-cooled to some extent, Suzuki's just taken it one step further with the GSX-Rs—ed.

SHADOW FACTS

I must take issue with Jim Miller's road test of the Honda 1100 Shadow (June 1985). After 4500 miles of mostly open-road riding on mine, here are my conclusions.

Like most touring bikes, the VT1100 is plush, powerful and smooth. Its upright seating position is very comfortable with a windshield.

The only time the clutch is abrupt is

©1985 H-D

LETTERS

when the engine is cold. Mr. Cook should have allowed the engine to warm before leaving for the Tastee Freeze.

The seating position is not nearly as radical as the FXST, Mr. Everitt. It sits much like the FXRS I rode recently.

Mr. Gingerelli's moon-worship aside, a Honda Shadow is at least as roadworthy as any real H-D—at half the price.

And finally, cruisers are normal, standard motorcycles, capable of touring, profiling and even sport riding within the bounds of reason and sanity. Please stop this nonsense about cruisers being "narrow-focus urban trawlers."

Vic Ross
Brunswick, Georgia

We test motorcycles as sold, not with accessories. And we've recently gotten Gingerelli to stop painting himself blue, so be patient—ed.

CRYING IN HIS BEER

Dear Letters Column (or should it be "Dear John" to Stroh's?): I've been an avid dirttrack competitor and fan for more than 15 years. This type of racing is exciting and long overdue for national exposure (as in TV exposure). Needless to say, I read with dismay the account of the loss of Stroh's Beer backing for the AMA Miles (February 1986).

Mile racing is the closest and most exciting racing I've ever seen. TV coverage, which Stroh's provided, is what's needed to get people excited about and involved in Mile racing. And we all know that big money follows big crowds.

The AMA has effectively screwed up five of the last nine National races I've attended. The AMA should stick to legislative efforts and promoting grassroots racing, which is on the decline.

And finally, the AMA has no name recognition. When was the last time you heard a pro football ad without the NFL endorsement?

John Metz
Montrose, Minnesota

You mean the AMA has nothing to do with the American Cancer Society?—ed.

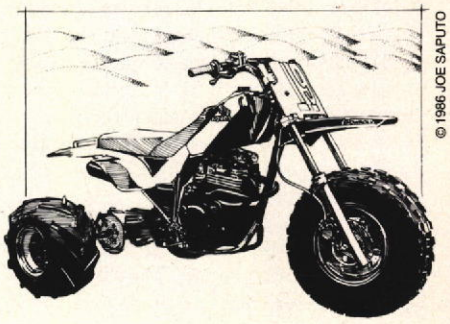
LET SLEEPING DOGS LIE

On page 66 of your February 1986 issue, there's a photo of AMA 750cc hillclimb champion Earl Bowlby. Even though you listed his impressive record, you failed to note the name of the bike he was riding—BSA.

Were you afraid of offending your current ad customers, Honda, Kawasaki, Suzuki and Yamaha? Don't forget BSA provided your magazine with lots of bucks and editorial material for many years. Let's give credit where it's due and not play favorites, OK?

A. Zuber
Totowa, New Jersey

Play favorites? What might your favorite bike be, Zuber?



© 1986 JOE SAPUTO

*$3995 Sportster 883 available in vivid black and signal red only. Candy red and candy blue—slightly higher. Manufacturer's suggested retail price, excluding taxes, title and registration fees, destination charges, and dealer prep (if any). © 1985 HARLEY-DAVIDSON MOTOR CO., INC.

LETTERS

ON WISCONSIN

How many other readers noted that the FLTC Classic is *imported* by Harley-Davidson? Congratulations to the Republic of Wisconsin. Secession is alive and well!

Argent Caldwell
Mount Pleasant, Texas

PICTURE PERFECT

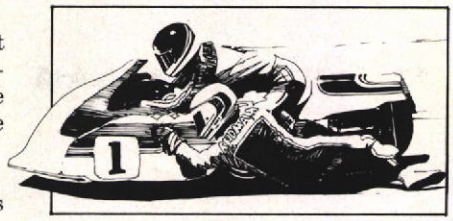
In response to "Reader Arousal" from Michael Smith in the January 1986 issue: His "almost guarantee" is shot down. I am one of probably hundreds of readers of your magazine—and other motorcycle magazines—who think that looking at bikes and accessories are somewhat boring unless there are beautiful women on or around them.

Think about it, Michael. There are more bikes and cars in Playboy and Penthouse than women.

Daniel Provincial
Erie, Pennsylvania

SPINNING WHEELS

I sincerely trust that guest columnist, Terry Cornelius, will not remain a CYCLE GUIDE spokesman and "expert" on three-wheelers. Three-wheelers have been around since 1819—the British Facilitator—and possibly earlier. The two-wheeler was developed earlier, but one's feet had to be in contact with the ground for stability and motion.



© 1986 ALLAN KUNG

CYCLE GUIDE makes no distinction to whether it's a magazine devoted only to two-wheelers, three-wheelers or even four-wheelers. All variants are included.

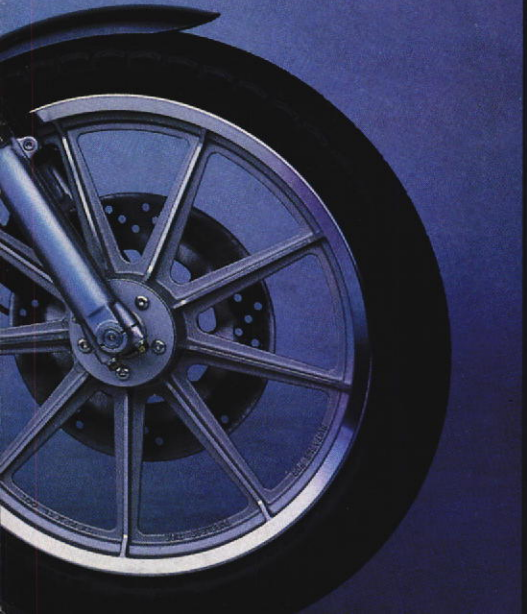
A motorcycle generally is recognized by most state laws as a vehicle of three wheels or less upon which one sits astride. Whether Terry likes it or not, a trike or any other configuration is as valid in motorcycle circles as any two-wheeler. A three-wheeler is not a "doomsday machine," and its limits have yet to be tested.

Perhaps his crusade is really about the many individuals, especially younger people, who sometimes operate ATVs beyond their design limits and so get their comeuppance. With the recent popularity of ATVs, perhaps what he meant to say was that emphasis should be on education and driving them within their limits. But then, that could be said about all vehicles, whether two, three or four wheeled.

H. A. Kendall
Houston, Texas

All letters must include the writer's name and address. Letters will be edited for length. Due to the volume of mail received, we regret we are unable to give personal responses. ●

Questions or comments? You can talk with the CYCLE GUIDE staff by calling (213) 328-5700. Phones will be answered Monday through Friday, 9 a.m.—5 p.m., Pacific Standard Time.



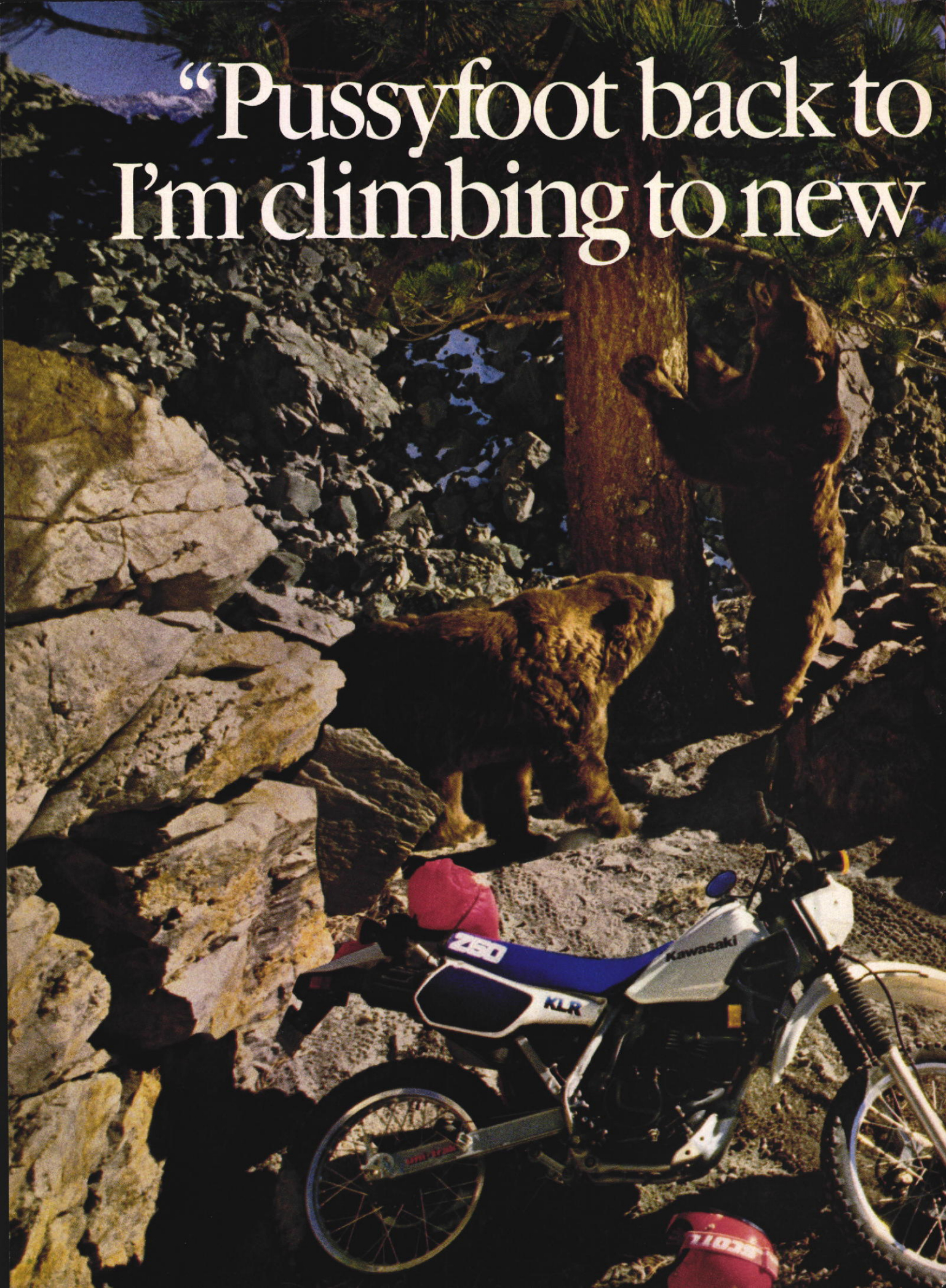
YOU'LL NEVER BE THE SAME.

CHANCES ARE THE PRICE WON'T BE EITHER.
$3,995.*

A Harley-Davidson® does many things extremely well. But most impressive is what it does to you on the inside. You feel different. It strikes a chord deep down in the pit of your stomach. It is immediate and unmistakable. It is power, excitement, adrenalin, and emotion all whipped up together. And that is the essence of every motorcycle we make. Including our newest and most affordable Sportster® 883. It will feel so familiar. Because instinctively, this is the way you always thought riding a motorcycle should feel. Go ahead. Ride one at your nearest Harley-Davidson dealer. You'll never be the same.

THINGS ARE DIFFERENT ON A HARLEY.®

MOTOR HARLEY-DAVIDSON COMPANY

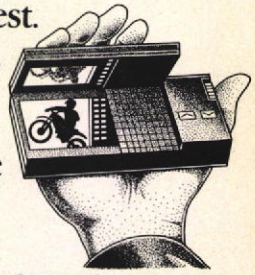

"Pussyfoot back to
I'm climbing to new
250
KLR
Kawasaki

the pavement, wimps! heights of adventure!"

Clyde's not a small man. But his mouth has always been the biggest thing about him.

Bragging how he could run the fastest, jump the furthest, climb the highest.

But this time, Clyde bit off a tad more adventure than he could chew. 'Cause his '86 KLR took him further and higher than he bargained on.



Get a pocket-sized Casio 21TV with the purchase of an '86 KLR250 or 600. Now through May 31 at participating Kawasaki dealers while supply lasts.

The new KLR250 and KLR-600 are the only dual-purpose bikes in the woods with liquid cooling. Comes in handy outrunning two tons of hug.

And Kawasaki's Automatic Compression Release, plus electric starting on the 600, help the engines fire easily. When you can reach them, that is.

Both bikes have DOHC, four valves and a flat-slide carb. Plus ultra-light chassis with air forks, disc brakes and Uni-Trak® for skimming over large paws.

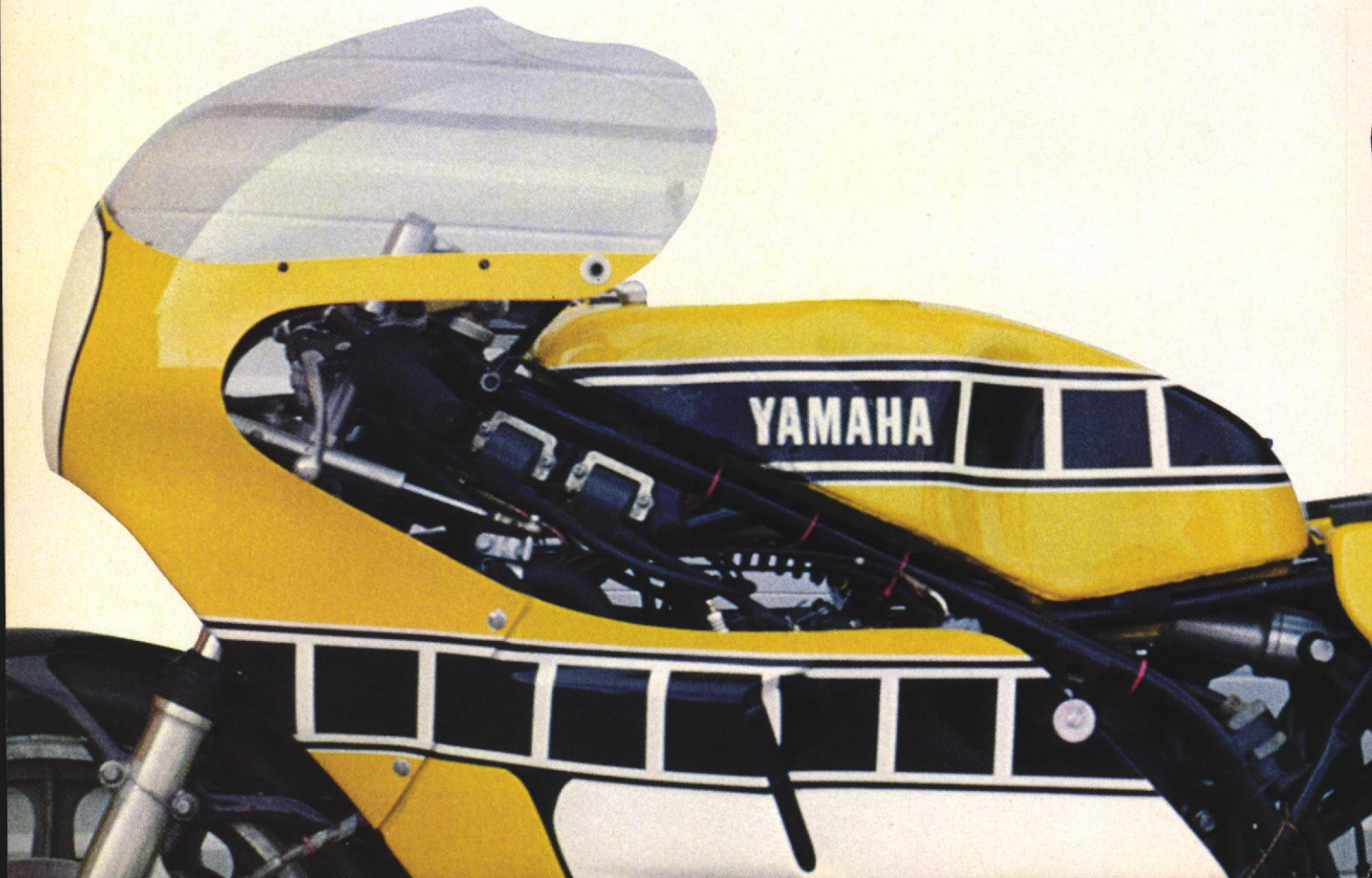
Clyde's always spoken highly of his KLR. But never so highly as today.

Kawasaki

Let the good times roll.

Specifications subject to change without notice. Availability may be limited. Always wear a helmet and appropriate apparel. Call 1-800-447-4700 for the Motorcycle Safety Foundation beginner or expert course near you.

PHOTOGRAPHY © 1986 DAVID DEWHURST



RACETRACK COMPARISON:

BY JERRY SMITH

Racebikes vs. Streetbikes

What's "works" on the track, works on the street.

More and more mid-1980s sportbikes, with their low bars, rearset pegs and wind-cheating fairings, look like racebikes that wound up on the street after a wrong turn at the end of pit lane. Riding them only compounds the confusion, too, because they perform so well you'll wonder if some factory team manager has discovered he has a racebike missing yet. This two-wheel identity crisis is nothing new, but never before has it seemed so apparent, both visually and viscerally, as it is today.

In order to find out for sure if today's streetbikes are truly the beneficiaries of lessons learned on the racetrack or merely the products of adspeak concocted at an advertising agency, we enlisted the services of two extraor-

Continued

dinary motorcyclists, Kenny Roberts and Wes Cooley. Next we assembled a quartet of equally extraordinary motorcycles, two mass-produced for the street and two purpose-built for the track. And finally, we signed up for a two-day pass at Willow Springs Raceway in Rosamond, California.

To carry the streetbike banner into the fray at Willow Springs, we chose Yamaha's FZ750 and Suzuki's GSX-R750, both on the cutting edge of sportbike performance and claimed by their respective manufacturers to have benefited from experience gained in the heat of competition. And to put the validity of those claims to the acid test, we brought along a second pair of bikes, developed strictly for the racetrack—a Yamaha TZ750 roadracer and a Suzuki GS1000 Yoshimura Superbike—to serve as yardsticks by which Roberts and Cooley could measure the streetbikes.

Kenny Roberts probably knows more about TZ750s than the men who designed and built them. He not only raced them during most of his AMA career, but logged countless miles aboard TZs tire testing for Goodyear. No less a veteran of professional racing than Roberts is two-time AMA Superbike champ Wes Cooley, whose involvement in Superbike racing dates practically from its inception. With this crew assembled our plan was simple: By pitting the FZ750 against the TZ750 and the GSX-R750 against the GS1000 on the racetrack with Roberts and Cooley at the controls, we'd know once and for all if the connection between streetbikes and their racing progenitors is fact or fiction, a street rider's fantasy come true or a PR flack's pipe dream.

Our initial day at Willow Springs saw Cooley first up, riding the Yoshimura Superbike that carried him to the 1980 AMA Superbike Championship. Starting with a stock GS1000, Yoshimura modified the bike for racing so extensively that, as Cooley put it, "the only things that were standard on the whole bike were the gas tank and part of the frame." Now belonging to Craig Vetter, the Suzuki took to the track for the first time in several years the day Cooley bumped the engine to life and wheelied the bike onto Willow's front straight.

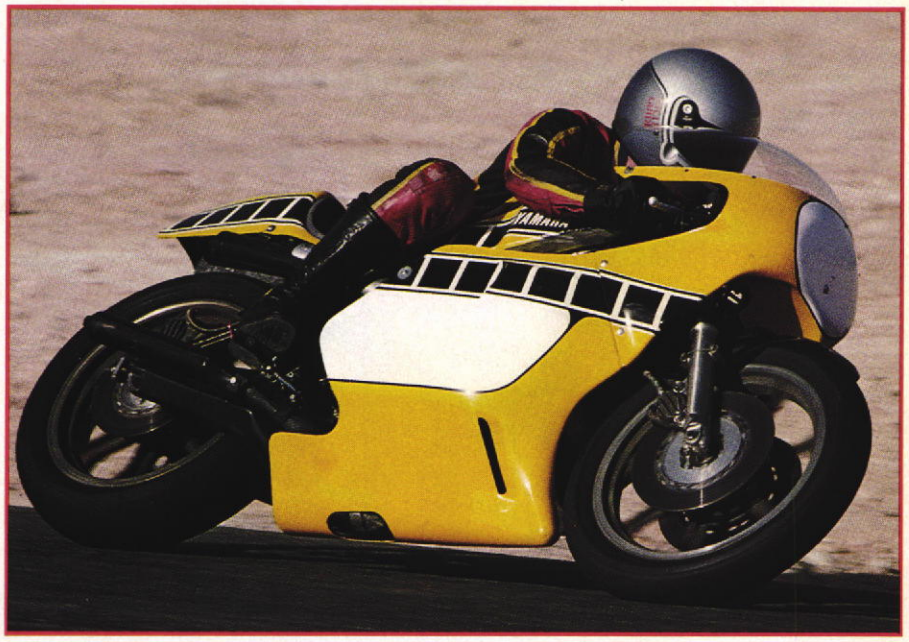
And even after Cooley's and the Suzuki's six-year separation, the GS engine's mile-wide torque band and explosive top-end rush still brought a smile to Cooley's face, evident as the former Superbike champ returned to the pits after a dozen or so laps to check the Suzuki's ND spark plugs. "This engine is so easy to ride, so forgiving," he said, sitting astride the Suzuki. "You have so much power to play with that if you make a mistake, it's easy to get it all back together and not lose much time." To a

large extent, added Cooley, the engine's power characteristics determined the riding style he employed on the one-liter Superbikes he rode before the class was downsized to 750cc. "With the 1000s we rode, you pointed, accelerated, stopped, turned, accelerated, whereas with the 750s cornering speed was so much more critical because you didn't have all that horsepower."

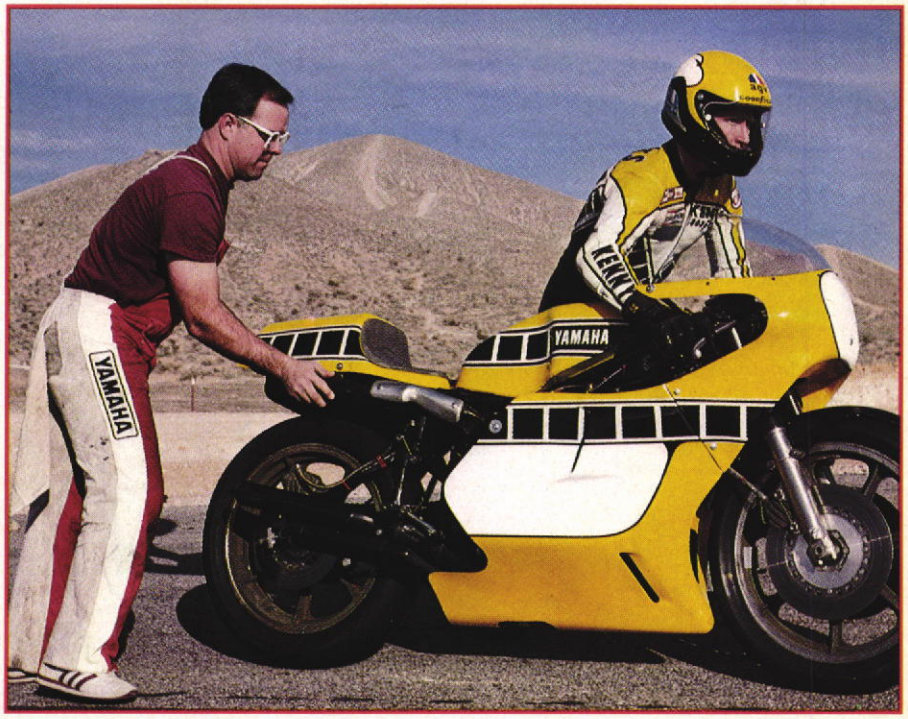
In the days of 1000cc Superbikes, however, high horsepower usually meant high weight—"If the things weighed under 535 pounds when you started off, you considered yourself pretty lucky"—and like the engine's powerband, the bike's weight again dictated elements of Cooley's riding style. "I originally started hanging off the saddle," he said, "because of the weight of the 1000s. The things were so heavy, you had to hang off to get the bike to move to one side or the other."

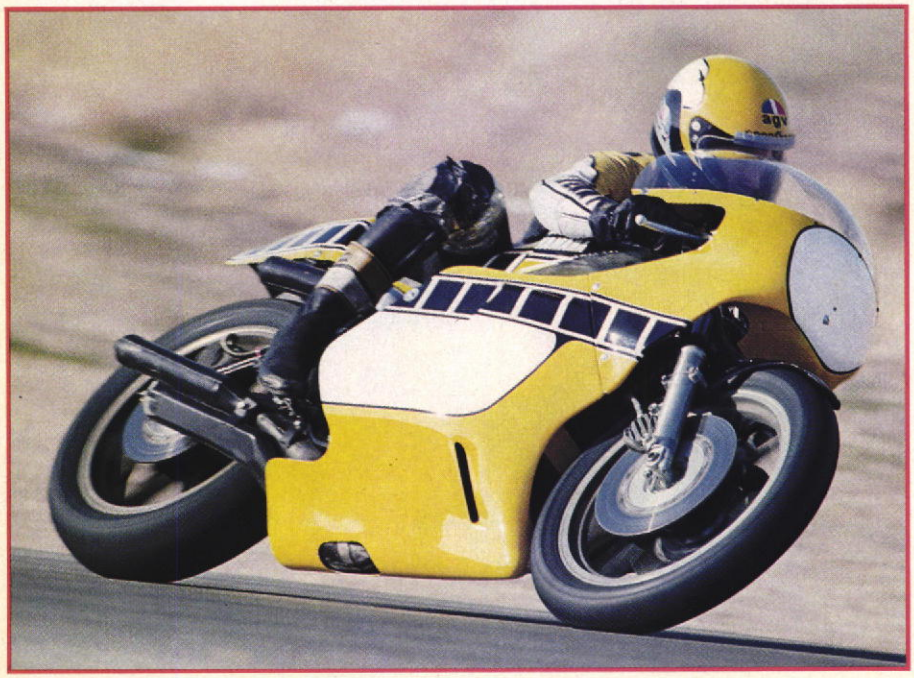
Parking the heavyweight GS1000, Cooley next switched to the lightweight GSX-R750, a bike whose aluminum frame, four-into-one exhaust, endurance-racing-style fairing and full-combat seating position made it look more like a racer than the racing GS1000. After a dozen or so laps on the GSX-R750, Cooley returned to the pits to confirm that, at least in one sense, there's more to the GSX-R's claim of a racing heritage than its looks: The bike's narrow powerband, in contrast to the 1000cc Superbike's broad one, is reminiscent of the 750cc Superbikes Cooley raced. "All of Pops' 750cc motors had real high, narrow powerbands," Cooley said, likening the

Continued



If I were a street rider and wanted to take that FZ up into the hills, I could have a lot of fun with it.





GSX-R750 to the high-strung Yoshimura racers. And while the GSX-R's powerband might not seem out of place on a racetrack, Cooley thought it would be a disadvantage on the street. To get the most out of the GSX, he said, "a guy would really have to know how to *ride* a motorcycle, and not only that, but be really familiar with where he was riding."

Still, reasoned Cooley, "Suzuki intended the bike to be a canyon carver, and figured most of the people who buy them will be high-performance oriented anyway." In terms of high-performance handling, Cooley was impressed by the GSX-R750's showing around Willow. "The new production bikes are better than the GS1000," he said, "and one of the main reasons is that manufacturers have gone to single-shock rear suspension." Cooley also praised Suzuki for equipping the GSX-R with an 18-inch front wheel instead of a 16-incher. "I

Continued

• Kenny Roberts approached the TZ750 in the Willow Springs pits with caution. He was about to take a few hot laps aboard a bike he hadn't ridden since 1981. A bike, by the way, that 10 years ago was considered to be at the pinnacle of roadrace technology.

He touched one of the clip-on handlebars, and said in a demeaning manner, "This thing is *old*." Compared to the trim, lean 500cc GP bikes that filled KR's diet his final years as a racer, the TZ750 even *looks* old. But at one time, most riders considered it the best, although Roberts didn't exactly share that opinion—ever.

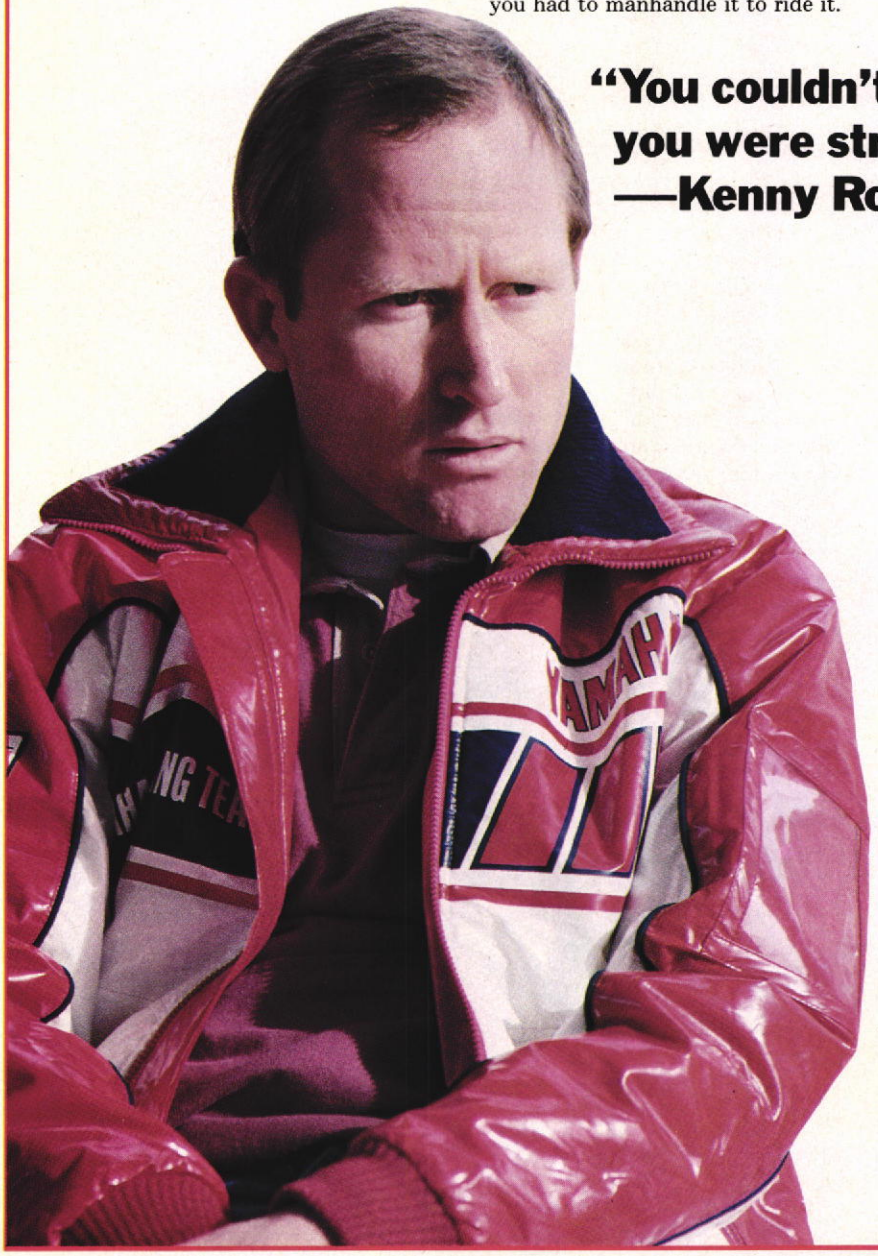
Basically, Roberts explained, the TZ lacked decent suspension. "There wasn't enough adjustment on it, and the forks didn't work and the shocks didn't work, so it didn't matter what you did (to set up the suspension). You'd put some preload in once in a while and some different fork oil, and you're gassing it and *still* wobbling with the rest of them. I can't remember a racetrack where I said, 'Boy, this thing's perfect.' " He paused, then chuckled before adding, "No, Laguna one year, we had it set up and I said it was perfect, and Kel (Carruthers) about fainted. But very seldom was the 750 what I call 'OK-we-can't-make-it-better."

One of the biggest complaints KR had about the TZ was its stubbornness to change directions. "It didn't steer," he said matter-of-factly, "because of the weight. But at that time, no one knew it could be any better. It's just that the TZ750 was that big a motorcycle, and you had to manhandle it to get it anywhere. So it was just accepted then that you had to manhandle it to ride it.

The TZ750's shortcomings became especially apparent around Easter, when Roberts led the American team across the Atlantic Ocean for the annual Match Races against the British riders. "Here (in AMA races) I didn't have to go ten-tenths all the time. Over there, trying to beat them guys, I had to," Roberts said.

His eagerness to win at the Match Races was equaled by the intensity of the races themselves; rather than the usual 75 to 100 miles he was accustomed to in America, the six heats amounted to nothing more than sprint races—10 laps around courses no more than 3 miles long. "You were pumped up to go as fast as you could for 10 laps," he pointed out, recalling one crash at Oulton Park that saw his TZ turn to ashes. Even so, he won 13 Match Race heats on the TZ750, more than any other rider at the time.

Perhaps Roberts' most heroic ride



"You couldn't gas the thing unless you were straight up and down." —Kenny Roberts

aboard the TZ750 was at the Sears Point National in 1977. Roberts needed the win to stay in the Camel Pro Series points chase, but he was handicapped by having to start at the back of the grid after his bike broke during his heat. When the green flag dropped, Roberts saw red and blasted around the backmarkers in Turn 1. By the time he reached Turn 3A at the top of the hill, he had weaved his way into eighth place. "I had checked the outside of the first corner for dirt," he recalled, "because I knew no one rode up there ... I knew the guys without a lot of experience get to the first corner where they normally shut off and think about it. I could go in there faster than some of the mid-pack guys . . . I knew where I was going before the flag dropped." By the fourth lap, Roberts passed Gary Nixon for the win.

"That was in '77," Roberts said. "Thankfully, tires were better (by) then. The tires were starting to come to the point where the TZ750 was a pretty good bike."

Obviously not good enough, though. Just before KR—the man who won more roadraces with the TZ750 than anybody else—fired up the Yamaha for his ride through Willow's nine turns, he said with a little trepidation, "This bike spit me down the road more times than any other bike I've ever raced."

—Dain Gingerelli

• Wes Cooley completed his final lap with the Yoshimura GS1000 Superbike at Willow Springs Raceway, then returned to the pits, looking refreshed. After his adrenaline level returned to normal, he commented about the Superbike's 1000cc power. "I like coming off the turns and being able to grab a whole handful and having the front wheel come off the ground, sliding it a little bit, running that thing around like a unicycle." In one sentence, Cooley brought the reality of 1000cc Superbike racing closer yet to those of us who never experienced it—at least in terms of what it took to win aboard one of these beasts.

Judging by Cooley's description of a hot lap, you'd think a Superbike handles well. And, given their reign, they do. But it took several years before "handling" was considered part of Superbike racing's vernacular.

Cooley's experience in the class goes back to Superbike racing's origins, when the class was actually called *Super Production*. "Originally, when I started riding the 1000s (in 1974 for Pops Yoshimura), if the thing weighed 535 pounds, you were pretty lucky.

And it was the horsepower that always seemed to balance the equation for Cooley and Yoshimura in the beginning. "We had the Z-1 (Kawasaki)," Cooley said, "and it didn't handle. Sure, I would have preferred a better-handling bike. I'd follow Cook Neilson's Ducati through the turns, and think how nice it handled. But coming out onto the straight, I'd go by him, and realize that there is nothing better than horsepower for going fast."

Still, making the numbers add up in those days was hard for Pops, who built the bike for Cooley to ride. "Pops was doing everything he could to make it handle," Cooley recalled, "but it always had a hinge in the middle."

To rememdy the Z-1's evil handling in 1976, Pops tried Goodyear slicks. They didn't work: "The Kawasaki didn't like good tires. If the tires stuck, the bike wobbled. The tires needed to slide."

Even so, Cooley stuck with Yoshimura and the Kawasaki, wobbling his way to near-oblivion and glory. "I remember in 1977 doing tank-slappers at Daytona, chasing Dave Emde," Cooley recalled. "One time I came off the banking, with my feet off the pegs, heading for the pit wall. My father, who was in the pits with Fujio (Yoshimura) suggested that they call me in, the bike was handling so bad. Fujio just said, 'Wes will be OK.' I finished third."

By the end of 1977, Yoshimura had sorted out the Z-1's handling problems so that it worked reasonably well with slicks. As Cooley recalled, "Pops had made just about all the frame changes he could—which were illegal, but that didn't stop Pops, he just wanted to make the bike as fast as possible." The effort netted Cooley his first AMA Superbike win at the Riverside National that year.

The glory years actually began in 1978, with the Suzuki GS750, and later the GS1000. The GS bikes didn't necessarily have more horsepower than the Kawasaki, explained Cooley, but they handled better than the Z-1. The art of racing the street-born monsters took a new turn—for the better.

Despite the change, though, the Suzukis still had one thing in common with the Kawasakis: horsepower. And according to Cooley, that dictates the way you ride. "You come into the turn, square the corner, then accelerate out—hard." And if you make a mistake at or near the apex, it's simple to correct. "You can make up for it just by gassing it."

The horsepower habit was broken in 1983 when the AMA downsized the class to 750cc. Cooley made the transition, becoming the only top rider to have ridden the three bikes that have won since 1983—Kawasaki GPz750, Suzuki GS750E and Honda VF750F. "The Honda was much easier to ride than the Kawasaki and the Suzuki, as far as the powerband," Cooley said. "Both the Kaw and the Suzuki had that high, narrow powerband. The Honda was a little bit wider, maybe 1500-2000 rpm wider."

Now that Cooley is retired—of sorts—from racing, he takes a more objective viewpoint about the somewhat sluggish 750s, as compared to the potent literbikes. "You don't have to ride 1000cc equipment to have good racing," he said. "We could have had just as competitive racing with the 750s, and I think this year will prove that."

—Dain Gingerelli

"It's the power that I really like about these bikes."
—Wes Cooley

grew up in the old school, starting off with 19s up front," he said. "Then we went to 18s, and they were better. I think the 18-inch front wheel is much more stable entering a corner and through the apex than a 16."

But for suspension—as opposed to handling—Cooley preferred his Superbike at Willow Springs over the GSX-R750. "The Superbike is more stable in turns because it has racing suspension—special Kayaba fork, laydown shocks, a hand-built swingarm, lots of one-off stuff," he said. "A streetbike can't have the rugged suspension you'd need to withstand the high G-loads of racing. For example, I could make the GSX-R's front wheel chatter in Turn 2 (a high-speed sweeper) and that's usually an indication that the fork springs are too soft. But if you made slight modifications to the GSX-R—like a different spring rate for the front fork and rear shock—you could make it handle better than the GS1000 did even with all that trick stuff."

All that trick stuff meant the Yoshimura Suzuki Superbike was built almost entirely of hand-made parts, but anyone with the right amount of money and a sufficiently impressive racing résumé could buy a TZ750—or at least could have in 1977, when Yamaha racing director Ken Clark's TZ750 was made. Clark's bike had never been raced—although Kenny Roberts once practiced on it, he chose another bike for the main event. And when tuner John Lassak opened up the engine before we took it to Willow, he found it to be virtually new throughout. So after little more than a paint job by Al Martinez Body and Paint of Garden Grove, California, a shock rebuild by White Bros. and a fresh set of Dunlop slicks, the TZ headed for the racetrack.

I can guarantee when a street rider buys a GSX-R, he's coming as close as he possibly can to buying a racer.

When Kenny Roberts arrived at Willow Springs to refamiliarize himself with the bike that helped him win two AMA Championships, for all practical purposes he rode a new motorcycle. But new motorcycle or not, the King pulled no punches in his assessment of the TZ750 series, which practically dominated American roadracing for a decade. "I never particularly liked the feel of this bike," said Roberts. "It didn't steer, and it didn't like to go through chicanes." The main reason for the TZ's reluctance to perform quick changes of direction was engine weight. "It was quite a heavy engine, and wide, so it had to be high off the ground. As a result, it was hard to put any kind of shock or fork on the bike that worked right all the time. If you didn't want to win the race, they were great bikes."

A larger problem plagued the TZ750 throughout its life—a lack of tires capable of dealing with the bike's weight and power. "The TZ750 was always waiting for better tires," said Roberts. "But basically, it stuck good in the front and was a sturdy motorcycle. For the average guys and most racers, it was just the perfect bike."

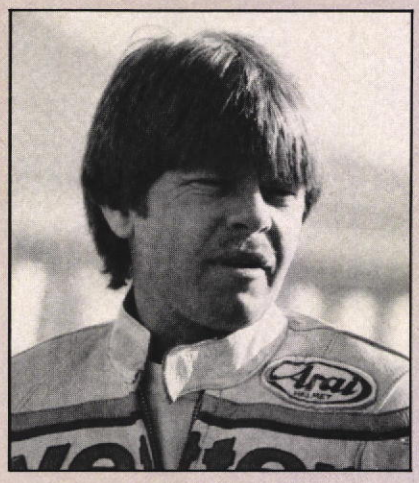
The FZ750 is no "average" bike, but neither is Kenny Roberts an "average" rider. Yet even after taking the FZ on an expert-level thrash through Willow's tricky combination of tight turns and flat-out sweepers, Roberts was impressed. "Streetbikes have already surpassed the TZ750 in terms of technology," he said, squatting beside the FZ, shading his eyes from the desert sun. "For example, no

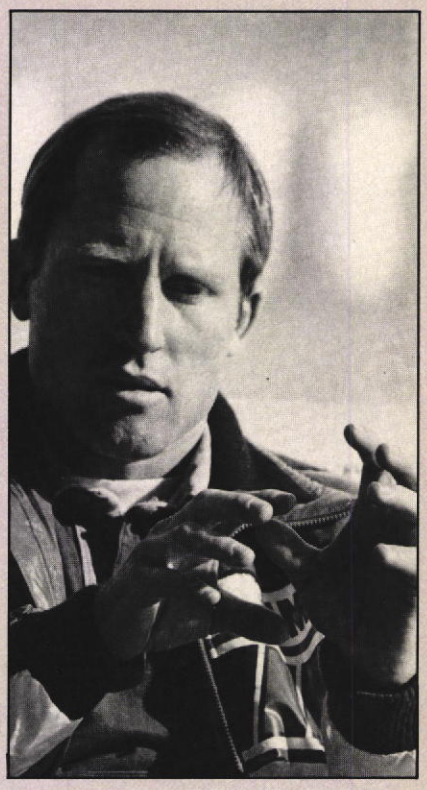
Continued

matter how good it got, TZ750 suspension never really worked. But on the FZ, the fork and shock both work, even when you're riding fast." Roberts' admiration for the FZ750 extends beyond the confines of Willow Springs, too. "If I were a street rider and wanted to take that FZ up into the hills, I could have a lot of fun with it. It seats two people and does all the trick stuff you used to need a café racer to do. But this one does it already. You just push a button and go."

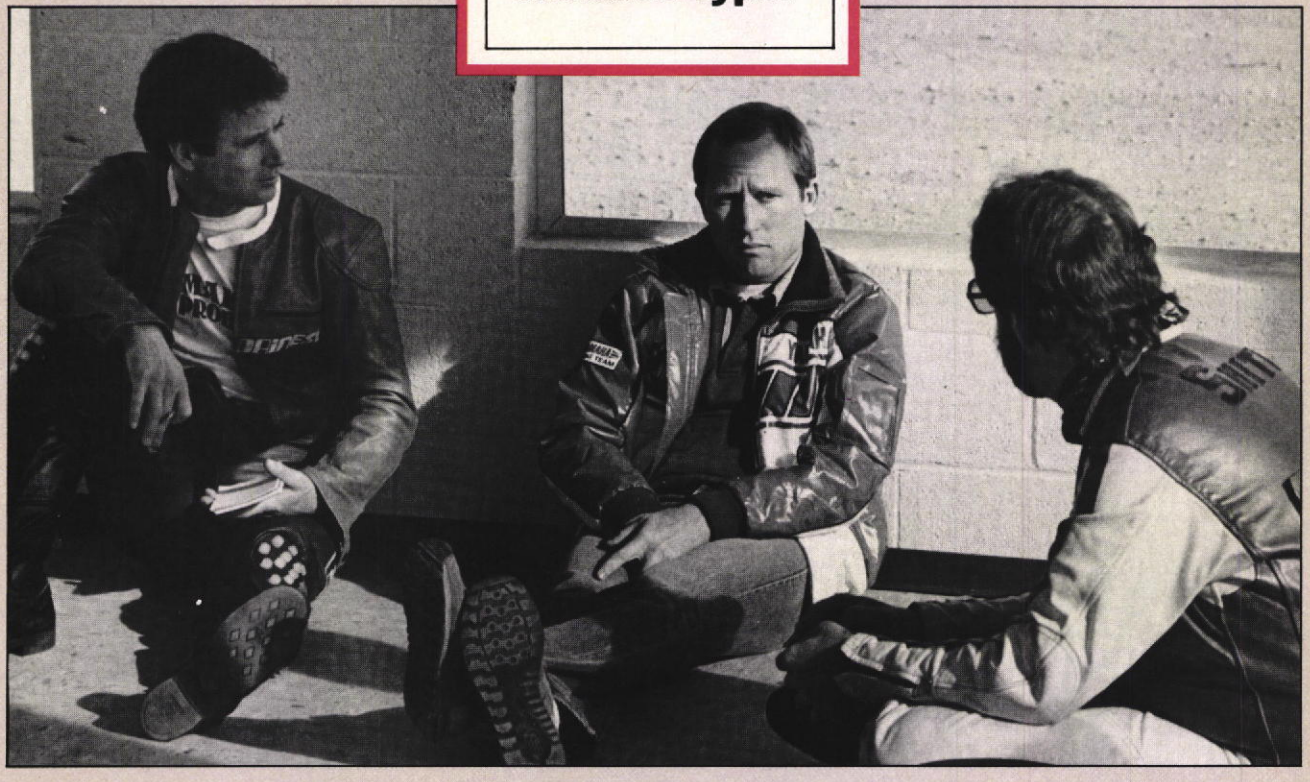
And in the eyes of Roberts and Cooley, the two push-button bikes in our comparison not only proved as impressive as the two push-starters, but backed up their manufacturers' claims, as well. "Streetbikes really are coming closer to racebikes every year," said Roberts. "Take the 500 GP bike we're running in Europe right now. That bike is actually better than anybody you could find to ride it. And that's the deal with the FZ750. It used to be you could take a streetbike out and say, 'Well, if this thing steered a little better in the front, or the shock was a little better . . .' But you can take the the FZ750 out and just ride it. This bike is just waiting for better riders to come along."

Cooley agreed. "A few minor modifications are all you'd have to do to a GSX-R750 to make it as fast and competitive as my 1000cc Superbike," he said. "I can guarantee that when a street rider buys a



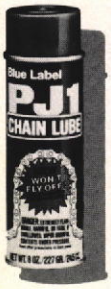


The blurring of the distinction between the two is anything but sales hype.



GSX-R, he's coming as close as he possibly can to buying a racer."

Based on what we learned at Willow Springs, the blurring of the distinction between streetbikes and racebikes is anything but sales hype. Instead, it's the result of a continuing process of technical evolution and refinement, begun on the racetrack and culminating on the street with the fastest, safest and most advanced generation of streetbikes the sport has ever known. And according to Kenny Roberts and Wes Cooley, with their unique insight into the relationship between the track and the street, the best is yet to come: For the next generation of high-performance streetbikes, the jump from the racetrack to the street might be so short that you'll be able to smell the hot oil and hear the fans cheer every time you push the starter button. •



"It's amazing to see what people use to lubricate their motorcycle chains. These aren't sewing machines or gate hinges, but expensive drive chains. Blue Label, PJ1's chain lube with synthetic sperm oil, gives true high mileage protection against wear, stretch and corrosion for standard and O ring type chains. Blue Label goes on thin for deep penetration and evaporates quickly, leaving a tough coating that won't fly off! Blue Label will keep O rings soft and pliable. You should see how fast those other oils deteriorate rubber O rings, allowing dirt to get to the rollers.

Production bikes don't handle like my Formula I racer, but you can improve response and handling with PJ1 Fork Tuner. PJ1 comes in eight different thicknesses to tune your ride to combined bike and rider weight, temperature changes and road conditions. Fork Tuner swells seals to prevent leaks and contains organosiloxane, an antifoaming agent, for consistent damping action. PJ1 Fork Tuner is the trick answer for rear shock performance too.

"There's only one oil I endorse. PJ1."

Put today's lower octane gasoline in your bike and you can kiss your horsepower goodbye! To get performance back, add PJ1 Octane Plus to the gas every time you fill the tank. Octane Plus has point of ignition buffers, allowing you to raise the octane level of any pump gasoline with complete safety. You'll also appreciate the gas stabilizers in Octane Plus. They keep the gas in your tank from going stale when you're not riding and prevent gum and varnish build-up in the carburetors and fuel system.

Look, I carry a lot of names on my team bike and leathers, but there's only one that stands for lubrication. That's PJ1."

PJ1 LUBRICANTS®

For your case of Octane Plus in twelve 18 oz. cans, send check or money order for $53.70 plus $3.00 UPS charges (please no C.O.D.s) to: PJ1 Corp., 7345 Topanga Cyn. Blvd., Canoga Park, CA 91303 U.S.A.

Kenny Roberts

Three time World Road Racing Champion, two time AMA National Champion and Special Consultant to PJ1 Corporation

GUIDE LINES

Cycle Guide's Monthly Chronicle of Scoops, Tips, Rumors and Hard Facts

BY LARRY WORKS

From just the right angle Harley's new Heritage Softail has the look of a '50s-era Hydra Glide

Happy Days are here again.

COMING SOON

• Back in 1949, Truman was in the White House, Big Mac was yet to become a household phrase, and Harley-Davidson was making history. The FLH series was born that year with the 74-cubic-inch Hydra Glide, and Harley's replacement of its springer front end with a new hydraulic fork was keeping riders in suspension. Now, a mere 37 years later, the Hydra Glide has been reborn—after a fashion. If you set your jaw just right and squint a bit, this new Harley just might convince you that the Fabulous '50s are right around the corner.

That, of course, is precisely the effect that Willie G. Davidson had in mind when he designed this model, the Heritage Softail FLST. But it's no replica; Harley spokesmen have labeled the Heritage model a modern representative of "the new nostalgia."

Underneath that fine patina of *faux* tradition lies a Softail Harley, essentially—but with a few bits all its own. The engine is the '86-standard five-speed, belt-driven, 80-cubic-inch unit, and the Heritage's front suspension travel is virtually the same as a bone-stock Softail's. Likewise, despite the FLST's deliberate hardtail look, it's suspended as is the standard Softail, with horizontally mounted gas-charged shocks.

Beyond that firm foundation in '80's technology, however, the Heritage model is a calculated mixture of fender-tip lights, a 7-inch bugeye headlamp, floorboards and a dual-filler Fat Bob fuel tank, a mixture designed to evoke a complete set of warm, happy memories of motorcycling's post-war days—even if most of us never experienced those memories the first time around. H-D even altered the axle area of the swingarm and the fork triple clamps to enhance the image. Such subtle touches don't make Harley's new Heritage model a direct line to motorcycling's early years—or even to the timeless American look that's uniquely Harley-Davidson's—it's just the straightest line that 1986 technology can produce.

• The "new nostalgia" might aptly characterize the FLST, but you'd have to categorize the Heritage model as an amateur-class nostalgian compared to the Einspur replica shown here. Its roots go back some 63 years further than the Softail's; 100 years ago, to be

Continued

YOU HAVE 11 CHANCES TO WIN THE MOTORCYCLE OF YOUR DREAMS IN

CYCLE GUIDE'S ALL NEW 1986 SUPER $60,000 SWEEPSTAKES • SWEEP

ENTER TODAY —All Prizes Will Be Awarded

No Purchase Necessary —No Entry Fee

One entry gives you 438 chances to win one of 438 total prizes—with a total value of OVER $60,000!

You are invited to enter the **CYCLE GUIDE 1986 SUPER $60,000 SWEEPSTAKES.** You may be the **LUCKY GRAND PRIZE WINNER** who will drive away with a Custom Nissan 4X4 Long Bed Sport Truck with the bike of your dreams in the back.

Or maybe you'll win one of 437 other great prizes—including Hyperbikes, Yamaha TT600s, Helmets, Gloves, Bags, and more! With a total of 11 bikes to be given away, you have 11 chances to WIN that special motorcycle you've always wanted. **SEND YOUR ENTRY TODAY!**

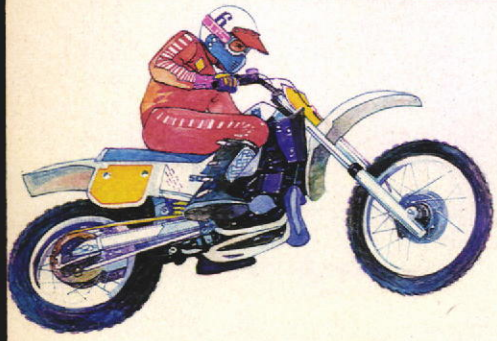
Grand Prize

- **Custom Nissan 4X4 Long Bed Sport Truck**

It's the ultimate off-road hauler, with aluminum wheels, fog lights, quartz-halogen headlamps, tiedown rings, electronic anti-theft system, fire extinguisher, a loading ramp and more! And to top off this one-of-a-kind custom pickup, you get your choice of:

- **Honda VF500F**

We called it "The Best Interceptor Ever!" It's one-half liter of backroad finesse. From its 16-inch front wheel to its vee-four powerplant, this liquid-cooled bullet can bring bigger bikes to their knees.

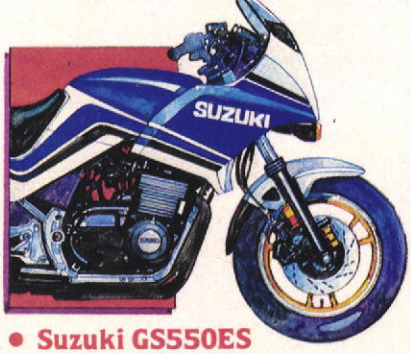


- **Husqvarna 500CR**

Climb in the saddle of this Open-class motocrosser and you're at the trigger of 500cc of Swedish dynamite. The best of European craftsmanship coupled with precise handling.

- **Harley-Davidson XLH 883 Sportster**

The best aspects of cruising, past and present. All the tradition of Harley-Davidsons, the original boulevard bombers, coupled with the high-tech features of Harley's new V² Sportster motor.



- **Suzuki GS550ES**

This middleweight's air-cooled, transverse-four DOHC engine and Posi-Damp front fork add up to time-tested performance. Its single rear shock, lightening · fast steering and 572.3cc displacement add up to backroad excitement.

—ALL NEW CONTEST—
CYCLE GUIDE IS GIVING AWAY THE BIGGEST AND BEST GRAND PRIZE EVER—A CUSTOM NISSAN 4X4 LONG BED SPORT TRUCK WITH THE BIKE OF YOUR DREAMS IN THE BACK!

STAKES • SWEE

And, if you like, you may subscribe to **CYCLE GUIDE** for only 64¢ an issue. You don't have to buy a thing to enter, but you should know about **CYCLE GUIDE'S LOWEST POSSIBLE RATE—**

1 YEAR (11 ISSUES) FOR $6.99—HALF PRICE!

YOU SAVE $6.99 OFF THE REGULAR SUBSCRIPTION PRICE! YOU SAVE $12.26 OFF THE COVER PRICE!

Whether you order or not is up to you, but either way, send in your **SUPER $60,0000 SWEEPSTAKES ENTRY TODAY!** This is a brand new contest—even if you entered last time, you'll still want to send in your entry right away. It could make you the proud owner of one of these fabulous prizes:

3 FIRST PRIZES

- **Honda VT1100C Shadow**

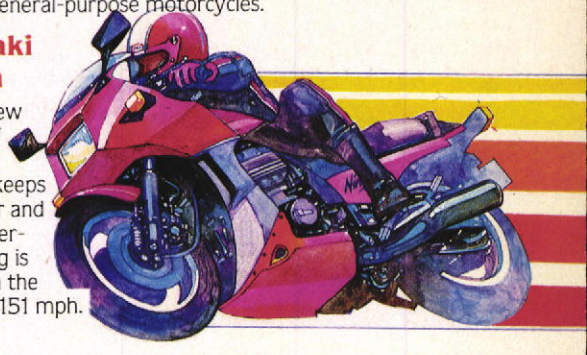
The low-seat, teardrop-tank styling of an inner city hotrod, combined with the most sophisticated vee-twin motor ever made for a motorcycle.

- **BMW R80**

The newest—and the best—of the opposed-twins. A heritage of refinement that led to sophisticated simplicity. Unquestionably the class ride of general-purpose motorcycles.

- **Kawasaki 900 Ninja**

First of the new generation of hyperbikes, this one just keeps getting better and better. Its racer-sharp handling is matched with the motor to run 151 mph.



3 SECOND PRIZES

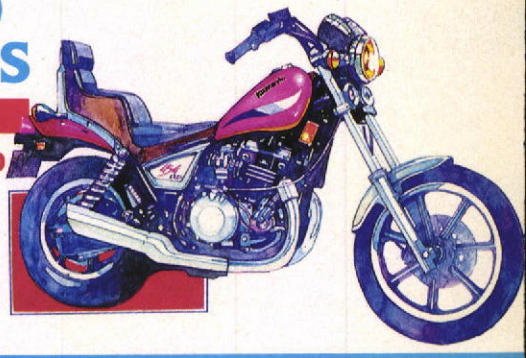
- **Yamaha TT600**

This thumper is a 595cc earthquake on wheels. Its 4-valve, SOHC motor has the power to take on the desert or the woods—and everything in between.

4 THIRD PRIZES

- **Kawasaki 454 LTD**

A middleweight, belt-drive performance-cruiser with an engine based on the 900 Ninja's. It's got the looks of an urban trawler and the heart of a sportbike.



12 FOURTH PRIZES

- **Survivor III Tent** Absolutely the highest-tech, most-luxurious rest area short of a four-star hotel. Combines an inflatable air mattress, air-frame tent, sleeping bag and backpack into one small 12-pound package that straps easily to a motorcycle rack.

15 FIFTH PRIZES

- **Bell GT Royale Helmet** This full-coverage Snell '85 fiberglass helmet is Bell's top-of-the-line street model. Its two-position pushbutton shield mechanism, adjustable air vents, removable polypropylene liner and chin cover make it the headgear of choice for the discriminating rider.

50 SIXTH PRIZES

- **Yoshimura Buddy Bag** Built-in bungee cords attach the bag to bike; a shoulder strap lets you carry it when you're on foot. Two zippered compartments help you organize your gear, while a raincover keeps everything dry. The Buddy Bag is proof in Cordura nylon that you **can** take it with you—comfortably.

100 SEVENTH PRIZES

- **Fox Street Paws Gloves** Made of soft leather with vented nylon finger side-panels, these gloves offer equal measures of fashion and function. Double layers of leather across palm and knuckles keep wear points intact, while suede patch on forefinger cleans your visor.

250 EIGHTH PRIZES

- **Lockhart Griplocks** Replacement grips that provide the ultimate in control, comfort, and protection.

KNOCKOUT PUNCH.
OLYMPIC
8PM TONIGHT 8PM
CHAMPIONSHIP
TITLE FIGHT
DUNLOP
QUALIFIER

HEAVYWEIGHT CHAMPION.

Heavyweights are known for their knockout punch, and the Shadow™ 1100 is no exception.

With its liquid-cooled 45° powerplant, the Shadow 1100 is the most powerful V-twin you can buy—bar none.

Keeping the big heavyweight in fighting form is simple. In fact, features like shaft drive and a Hydraulic Valve Adjuster system keep maintenance to the absolute minimum.

And if all that doesn't hook you, the looks will. The Shadow 1100. It'll knock you out.

RIDE LIKE A PRO.

That means using your head. And riding safely. Always wear a helmet and eye protection. Read your owner's manual carefully. Follow the rules of the road and always use common sense. Never drink and ride. Always ride at a safe speed. If you're riding a new or unfamiliar machine, take it extra easy.

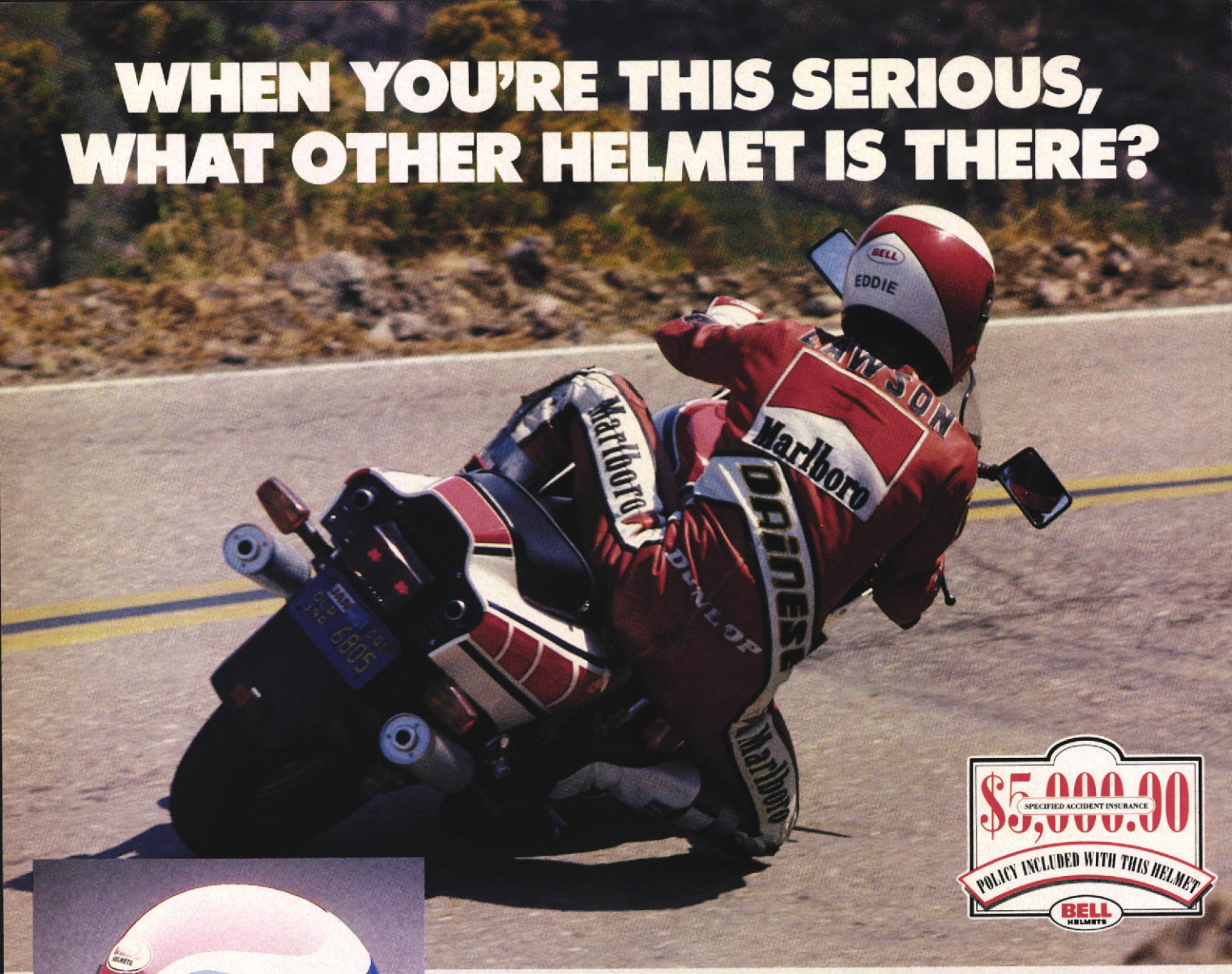
Doing the right things makes riding a lot safer. And more fun.

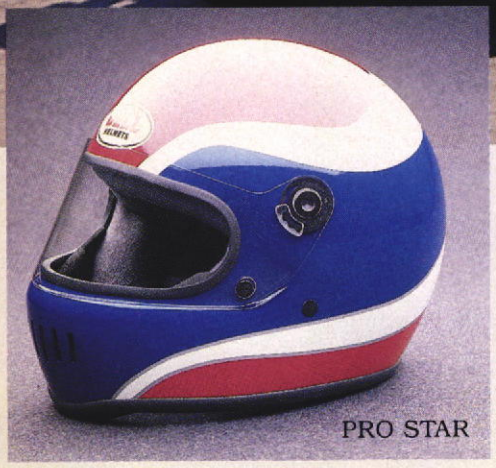
The Shadow has a 12-month unlimited mileage warranty. See your local Honda dealer for complete details. Specifications and availability subject to change without notice. California version differs slightly due to emissions equipment. Shadow is a Honda trademark. For a free brochure, see your Honda dealer. Or write: American Honda, Dept. 188, P.O. Box 7055, No. Hollywood, CA 91609-7055.
© 1986 American Honda Motor Co., Inc. (3/86)

HONDA MOTORCYCLES

FOLLOW THE LEADER

WHEN YOU'RE THIS SERIOUS, WHAT OTHER HELMET IS THERE?





PRO STAR

M-2

Bell's new PRO STAR and the Lawson M-2. Helmets for the uncompromising.

Eddie Lawson's skill, determination and insatiable desire to be the best have led him to the very top of the motorcycling world. We understand. For over 30 years Bell has set the world standard for helmets. Many professional racers choose Bell even when offered big incentives by other helmet companies. They know that when you're serious, there's really only one choice.

PRO STAR

At the top of our world famous "Star Line" for 1986 is the new PRO STAR. Its innovative colors and high-tech features make it a perfect match for today's sizzling superbikes. The streamlined shape helps reduce turbulance and wind noise, a compact adjustable vent enhances air flow and the multi-position shield is pre-curved, scratch resistant and easy to use. The comfortable interior includes a new chin cover that helps seal out wind, noise and dust.

Professional M-2

The M-2 is the choice of the pros. It's available in the popular Eddie Lawson and Bubba Shobert designs, or classic black with gold trim. There are premium Bell features everywhere: adjustable high-flow ventilation, strong steel and nylon retention system, .080" thermoformed and scratch-resistant face shield with exclusive KAM-LOK™ closure, plus all-out comfort!

Both the new PRO STAR and M-2 feature reinforced fiberglass construction and are SNELL '85, ANSI Z90 and DOT certified.

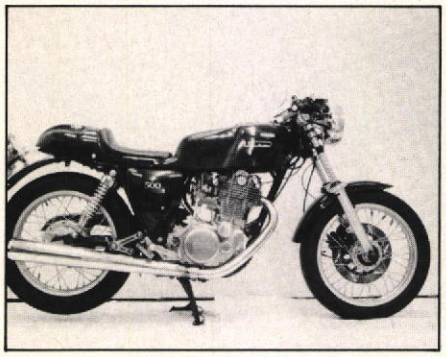
There's also a special feature that's part of owning every helmet we sell. It's the knowledge and satisfaction that comes from wearing number one. Go ahead, you deserve it.

This and other Bell products available consumer direct. For pricing and ordering information, please write to Bell Helmets, Inc., 15301 Shoemaker Avenue, Norwalk California 90650. $10 shipping charge additional.

BELL HELMETS

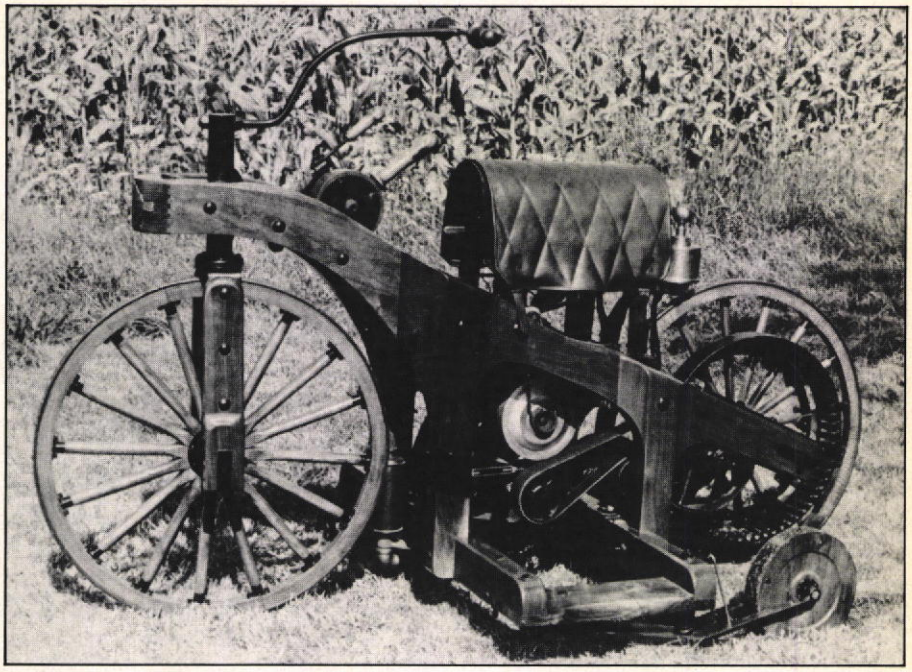
Premium Helmets From Seventy-Nine To One Thousand Dollars

exact. This Einspur (German for "one-track") is one of only three existing replicas of the original—the first motorcycle—initially taken out for a seven-mile spin by Paul Daimler on a frosty November morning in 1885. And this one—hand-built of black walnut, cast-iron and know-how by three northern Ohio craftsmen more or less on a lark—is the only Einspur replica that runs. And reportedly, the bike *is* running, and quite well, touring the motorcycle show circuit.



Rounded pieces are part of LSL's appeal

An SR500 with the look of tradition.



Hand-built replica of Daimler's Einspur draws crowds at motorcycle shows

For a close-up, look at page one of the moto-history book.

• That nostalgia is a potent fuel, it seems; volatile enough to power not only Harley's Heritage and the Einspur, but this West German SR500 conversion as well. This rendition of the SR from LSL Motorradtechnik is the latest in a long line of attempts to turn the modern-day one-lunger into something from the Early Clubman Age. Elements of this conversion include tank/seat units (or a separate five-gallon chrome fuel tank), alloy rearsets and cast-alloy top yokes with a short handlebar. This replay of a golden oldie even has its speedometer and tachometer replaced with a matched pair styled to approximate the look of a British thumper.

• There are those, however, who prefer the unequaled function of a purpose-built four-stroke single, but without having to wade

Continued

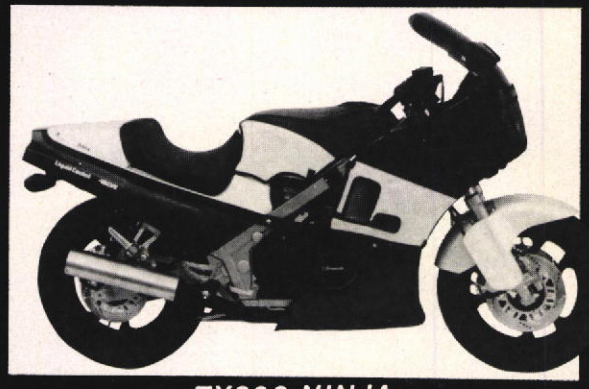
TARGA

FORMULA COWLING
WINDSCREENS
COLORED FAIRING AND COWLING BRAS
COLORED TANK COVERS
SOLO SEAT COWLS
CORBIN "GUNFIGHTER SADDLES"
DAYTONA FULL FLOATING FRONT DISCS
DAYTONA REAR SET FOOTPEGS
DAYTONA STEEL BRAIDED BRAKE LINES
DAYTONA ADJUSTABLE HANDLEBARS
DAYTONA STEERING DAMPER
TARGA TAIL CONVERSION KIT

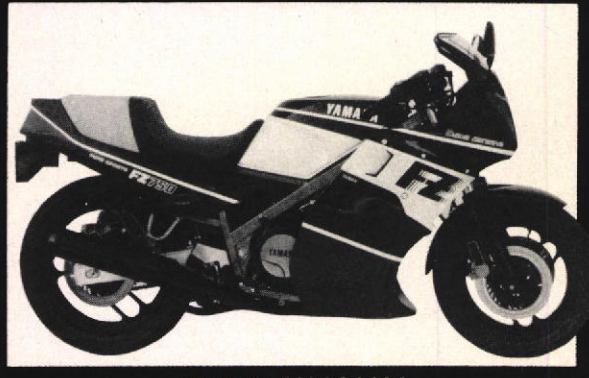
Write for TARGA Catalog $3.00

TARGA. . . YOUR SPORT BIKE HEADQUARTERS

TARGA Accessories Inc.
10 McLaren, Suite B
Irvine, California 92714
(714) 472-1022



ZX600 NINJA



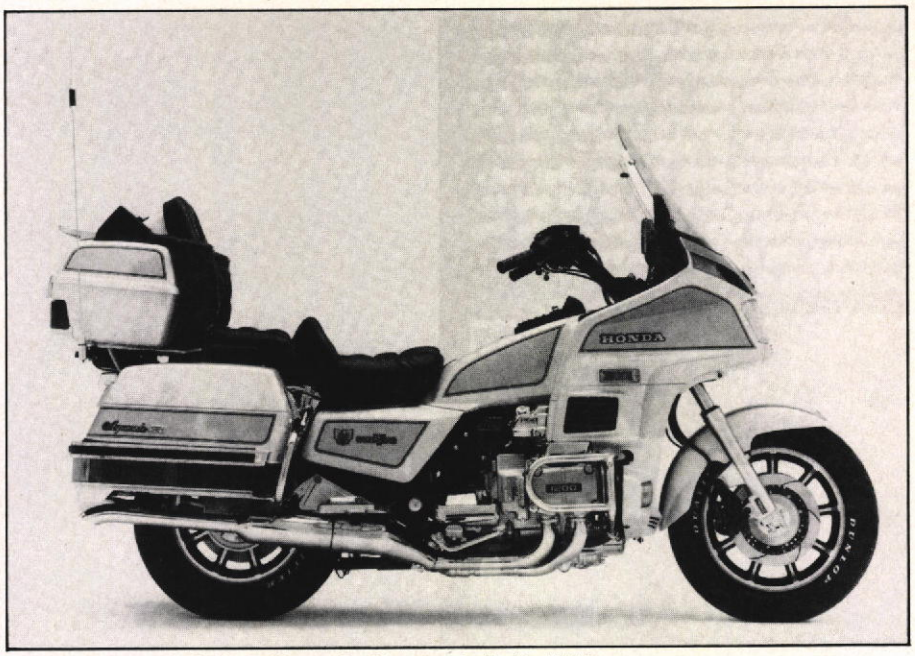
FZ750 YAMAHA

though someone's recollection of the '50s to get there. For them, another West German bikebuilder, Uno, might well have the answer. This new firm has competed for the past three years in the West German 500cc Four Stroke Championships, and out of that experience emerged the decidely non-traditional thumper you see here. Uno builds single-shock chassis to accommodate single-cylinder four-stroke engines from Kawasaki, Rotax and Yamaha, and has plans to handle Honda and Husqvarna engines in the future. Complete bikes with Rotax motors already are offered, featuring a

Uno: no '50's emotional baggage here

Not an ounce of extra weight, either.

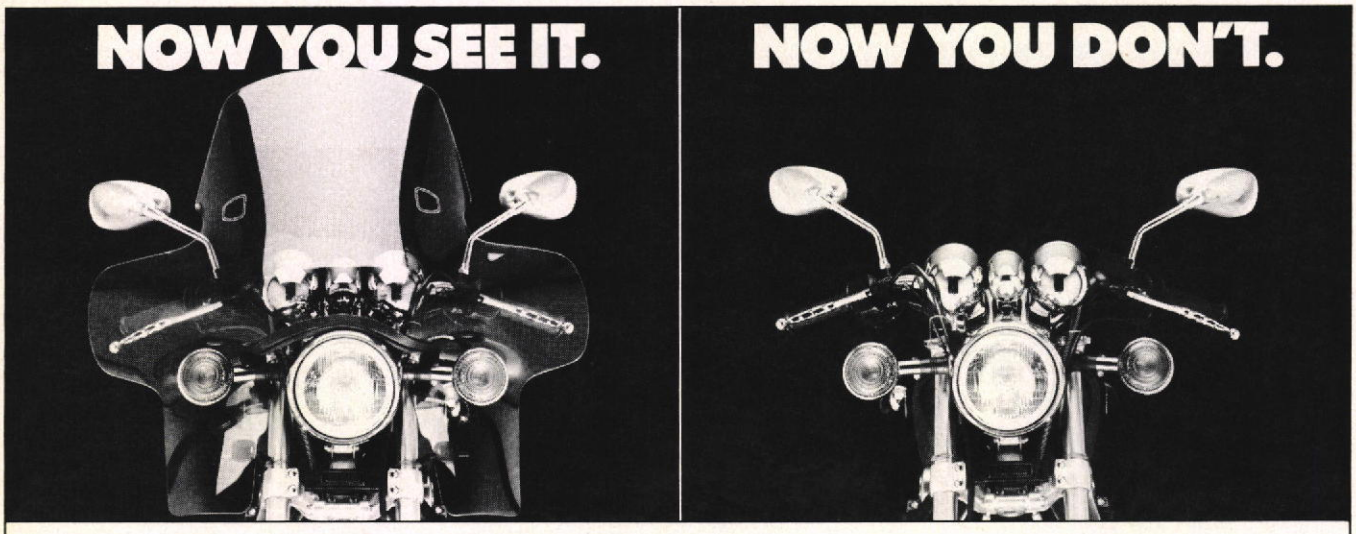
Bitubo swingarm, Marzocchi 38mm-diameter front fork, and a disc/drum brake setup with pieces from Brembo and Grimeca. Why all this excitement about a four-stroke single, when a modern-day multi with a similar engine displacement is unquestionably faster and quicker? Simple. Dressed and ready to roll, the Rotax-powered Uno reportedly tips the scales at under 292 pounds.



Honda's Aspencade SE-i, a whitewash of last year's Limited Edition

In this case, familiarity bred long-haul excellence.

• Somewhere near the other end of that scale—right about at 772 pounds—lies Honda's Gold Wing Aspencade SE-i. Forget spartan accommodations; forget making do. The '86 top-of-the-line Honda is about opulence on two wheels. And opulence in this case adds up to a travel computer, electronic cruise-control, unified braking, anti-dive, hydraulic valve adjusters and hydraulic clutch,



Plexifairing 3™ by National Cycle

QuickSet™ mounting hardware

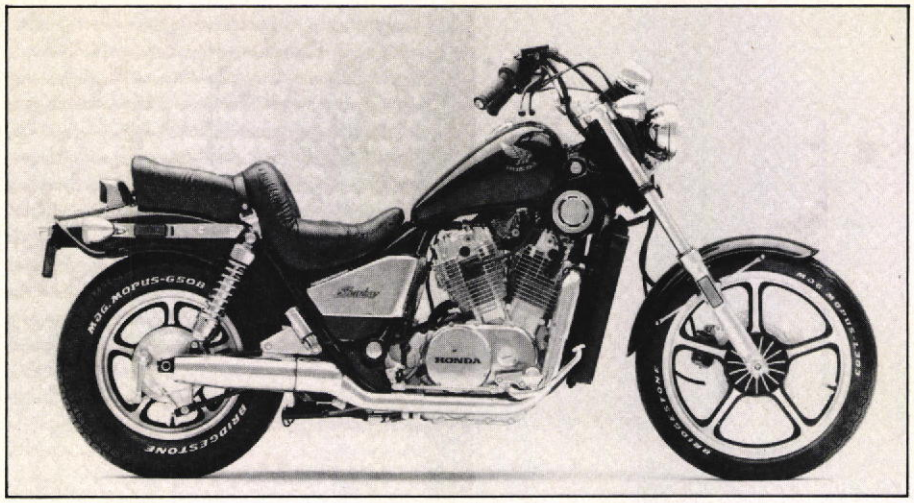
If you want a fairing that'll deliver superior protection, but one that'll remove quickly when you want that sporty feeling back, there's only one choice: National Cycle's sleek, aerodynamic Plexifairing 3. It'll give you plenty of touring protection, and the patented QuickSet™ system means you can remove or remount it in seconds!

First, check out the fairing: available in clear or light solar tint, it's full-on rider/passenger protection. For head, torso, hands — even deep lowers for extra updraft protection! You can't find a single-piece fairing that does the stylish job Plexifairing 3 does. Now, check out the QuickSet mounting system that's designed as cleverly as the fairing itself. The patented four-point, no-hole BallSocket™ mounts eliminate stress cracking common with drilled hole mounting systems. And, once you've custom-fit the fairing to your own bike, you'll be able to remove and replace it easily — with no tools or readjustment.

Now you see it. Now you don't. The fairing's from National Cycle, but the choices are yours.

national cycle

Plexifairing 3 is available for virtually all bikes. Price range: $119.95 (clear) to $124.95 (light solar tint). 1985 *partial* listing (tinted fairings in italics): N8843, *N8853* - Magnas, Sabres and Nighthawk. N8803, *N8813* - Shadows, Eliminator, Vulcan and 454 LTD. N8923, *N8933* - Nighthawk S. N8493, *N8503* - Rebel. N8963, *N8973* - Viragos, 700 LTD, 1100 LTD and Intruder*. N8553, *N8563* - Maxim and Maxim X. N8573, *N8583* - VMax. N8983, *N8993* - Maduras. N8693, *N8703* - GS700E** and GS1150E**. N8613, *N8623* - GS550L and GS450L. (*) needs bag 77 ($9.00) for 1" bars. (**) needs bags 53 ($8.33) and 54 ($5.95) for mirror mount. MAIL ORDER: Add $20 shipping/handling. Send certified check or money order to: National Cycle, Inc., 2200 Maywood Drive, Box 158, Maywood, IL 60153-0158. (312) 343-0400.



'86-model 700 Shadow now has the long, low look of an urban trawler

Made possible by a new long, low chassis.

Wasp-waisted new 450 Rebel duplicates the styling of a classic

But the classic is last year's 250 Rebel.

onboard air compressor and a full-feature, four-speaker sound system—among other things. The heart of the package is a fuel-injected version of the familiar 1182cc flat-four that powers the Aspencade and Interstate for 1986. Familiarity is the operative word, too, because despite all its long-haul amenities, the SE-i might well be the most extravagant paint-and tape model ever offered to the riding public. Feature for feature, the SE-i is essentially last year's Gold Wing Limited Edition done over in white.

• The same, however, cannot be said of Honda's VT700C Shadow, which spent the off-season being restyled from its five-spoke wheels to its split/step seat. Forward-mounted controls and a new, longer-wheelbase chassis emphasize the Shadow's long, low look. But the '86-model 700 Shadow isn't just a case of cosmetic overhaul. In addition to external embellishments of The Look, the Shadow's 45 degree liquid-cooled vee-twin now has a larger, lighter aluminum radiator, and a large-diameter single disc at the front, replacing last year's dual disc.

• Sharing the mean-streets chores with the Shadow is a new Rebel, the 450. A six-speed, air-cooled 447cc vertical twin powers this version, with dual counterbalancers to keep engine vibration from intruding. Although Honda considers the claimed 384-pound Rebel 450 an entry-level cruiser, you'd have to count it as the second-floor balcony; the original 234cc Rebel—with virtually identical styling—is still in Honda's lineup, and undoubtedly handles the ground-floor chores.

FEDERAL CASES

• On the national scene, the fate of the Double Nickel is a burning issue that hasn't yet gone from smoldering to a full blaze. Last month, we reported that Arizona, a state with initiative and referendum options, might well be the first state to force a vote on the repeal of the National Speed Limit, and '86 might be the year. That's true, but it looks as if Arizona is keeping some fast company on this issue, and there might be a race to see which state goes first. Arizona, Montana and Oregon currently all have initiative referendum campaigns against the NSL.

Continued

JOIN THE AMA

Call TOLL FREE for Membership Information

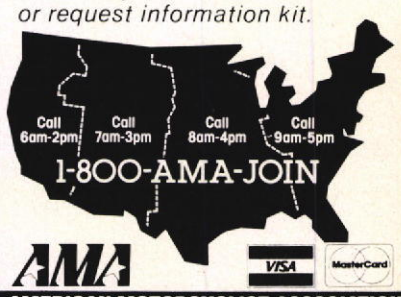
1-800-AMA-JOIN

► *Experience American Motorcyclist Magazine every month; Touring, Racing, Technical*

► *Join and understand the fight to protect your motorcycling rights; Road and Off-Road*

► *Plus: Insurance, Discounts, Trip Routing, Free Rule Books and Law Charts*

Call today to join or request information kit.



AMA

AMERICAN MOTORCYCLIST ASSOCIATION

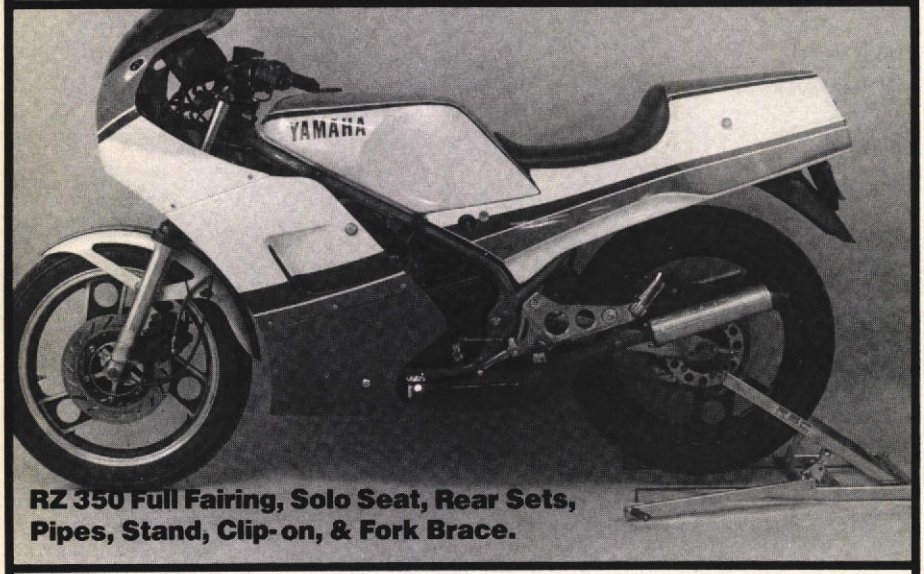
IN OHIO (TOLL CALL): 614-891-2425

The great clean-up kit!

SIMICHROME . . . the finest all-metal polish in the world! **SIMICHROME** cleans and protects while it polishes chrome, aluminum, magnesium, stainless steel . . . virtually any metal surface. **SIMICHROME** is famous for its deep, lustrous shine!

BLUE AWAY is the specially formulated product for removing the heat-caused "blue-ing" from chrome exhaust pipes.

SIMICHROME and **BLUE AWAY** are available at leading bike shops everywhere. Or send $12.95 for three tubes of **SIMICHROME** to: **Competition Chemicals, Dept. 307, P.O. Box 820, Iowa Falls, Iowa 50126.**



GERMAN HANDCRAFTED FIBERGLASS
NO DECALS-ALL PAINT
HONDA • SUZUKI • YAMAHA • KAWASAKI
ALL AVAILABLE UNPAINTED

EASTCOAST
404
953-6851

WEISL TELEFIX®

WESTCOAST
805
984-2626

DAYTONA

LEARN MOTORCYCLE MECHANICS
IN THE RACING CAPITOL OF THE WORLD!

AMI CERTIFIED MECHANICS TRAINING INCLUDES:
- Dealership Management & Shop Experience
- Optional Specialized Harley-Davidson Course
- Placement Assistance
- Approved for Veterans
- Financial Assistance

AMERICAN MOTORCYCLE INSTITUTE
1445 SKYTROOPER ROAD
DAYTONA BEACH, FL 32014
TOLL FREE
Call 1-800-874-0645
In FL 1-904-255-0295
FOUNDED 1972

SEND MORE INFORMATION TO:
NAME _____ AGE _____
STREET _____
CITY _____
STATE _____ ZIP _____
PHONE ( ) _____
86-4-12
MOTORCYCLE | MARINE | VET

GUIDE LINES *Continued*

• Down Under, much of the noise of late has been about the proposed Australian Design Rule N1. Reportedly, N1 would have applied an 80-decibel limit to motorcycles in motion, as well as a 90-decibel limit on stationary machines with the engine revved. Such a restrictive measure, Australian motorcycle industry spokesmen contended, virtually would have sounded the death knell for motorcycling there. The sound and fury has died down a bit, however, and sources report that N1 has been shelved in favor of a measure consistent with the new European standard, ECE 4101, which is scheduled for implementation soon. The new Australian ruling will include a model-specific noise limit, and motorcycles can be checked for compliance at the side of the road. One side effect of the new ruling is that sales of aftermarket exhaust systems in Australia are expected to be drastically curtailed.

• Other Australian reports include good news for would-be riders below the present minimum age for street-legal riding. Reportedly, legislation is in process there that would lower the minimum age for a motorcycle license in Australia to 16 years.

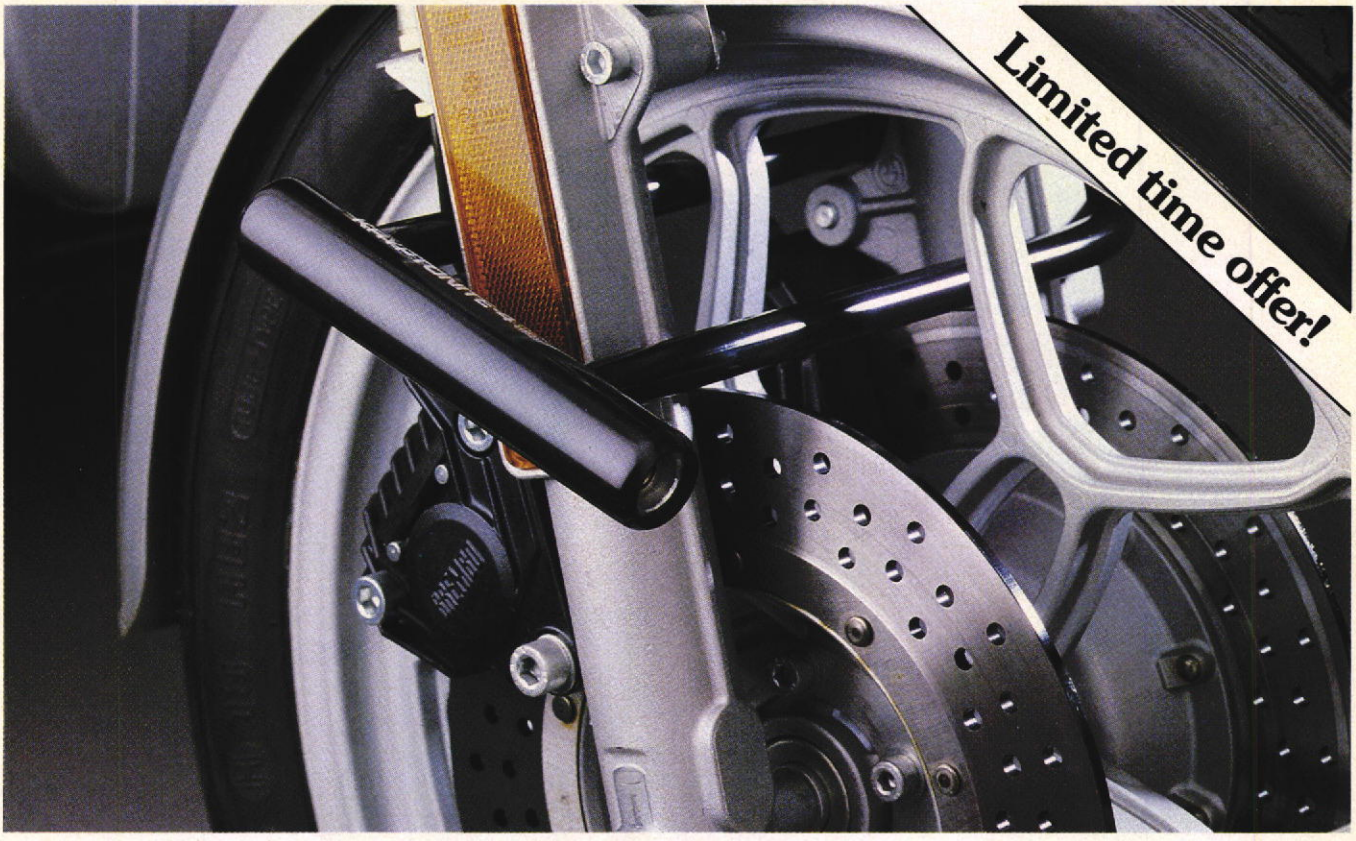
• But while Australian riders apparently can look forward to fewer restrictions in the coming days, the same can't be said of German riders. Starting in April, new German laws will impose a new restricted licensing scheme on younger riders there. Those under 20 years of age will be prohibited from riding machines of more than 27 horsepower. The bikes in the restricted class also must weigh in excess of 309 pounds. The minimum age for a restricted motorcycle license will be 18 years, and riders with restricted licenses will be required to have two years' experience on the smaller bikes before they can graduate to a larger machine. The new licensing arrangement isn't just for young riders, either. Reportedly, riders in Germany over the 18-year-old limit who are first licensed after April 1 will have to go through two years of riding restricted-class bikes before they can obtain an unrestricted license.

HARD CASH

• Headline news in the motorcycle economy this month centers on Harley-Davidson's early refinancing of a multi-million-dollar debt incurred during its 1981 leveraged buyout from AMF. Harley-Davidson never has publicly announced the total amount of the loan, but industry speculation has pegged the amount as somewhere between $60 million and $100 million.

Insiders expected the loan to be restructured in June, but a $10 million asset-based loan from the Wisconsin Investment Board in part allowed the Milwaukee moto-manufacturer to renegotiate its loan package early. Citicorp Industrial Credit Corp. of New York, a major investor in the original loan, was replaced as the lead lender in the new package by Heller Inc., a Chicago-based lending institution. Other major investors in the original loan,

Continued



Now save $20 on the famous KRYPTONITE® lock.

Motorcycle theft is a growing problem that concerns bike owners as well as insurance companies. That's why Criterion's Cycle-Gard® Division has made arrangements to offer you great savings on the toughest motorcycle lock available.

Now—for a limited time— you can get the genuine Kryptonite MC motorcycle lock for only $29.95. That's $20 off the regular price when you use the special order form available only from Criterion.

The Kryptonite MC lock is specifically designed to protect against motorcycle theft—and it's easy to use. Plus, you'll receive the $350 Kryptonite Theft Guarantee. At just $29.95, that's peace of mind at a bargain price.

To get your $20 discount order form, call or visit a nearby Criterion office today. Or call the toll free number listed below and ask for extension "LOCK".

But you'd better hurry! This special offer ends on September 30, 1986.

Criterion
INSURANCE COMPANIES
Home Office: Washington, D.C.

Call Or Visit Your Nearby Criterion Office Today!

ALABAMA
Anniston ... 820-9444
Huntsville ... 837-0551
Montgomery ... 288-3090
ALASKA
Anchorage ... 278-2647
Fairbanks ... 452-7145
ARIZONA
Phoenix (Chandler) ... 834-1400
Phoenix (Glendale) ... 931-0766
Sierra Vista ... 458-8470
Tucson ... 745-8848
Yuma ... 726-9610
ARKANSAS
Jacksonville ... 982-0514
CALIFORNIA
Atwater ... 358-6457
Fairfield ... 437-5445
Lemoore ... 924-1684
Lompoc ... 735-3497
Marysville ... 742-8515
Mountain View ... 961-2206
N. Highlands ... 488-6300
Oceanside ... 757-5691
Oxnard ... 488-3535
Riverside ... 653-1131
Sacramento ... 366-0178
San Bernardino ... 884-0421
San Diego (Coronado) ... 435-1801
San Diego (Midway Dr. Area) ... 296-8293
San Diego (Miramar Area) 578-2811
San Diego (National City) 477-2136
Santa Ana ... 547-5335
Seaside ... 394-6591
Twentynine Palms ... 367-7559
Vallejo ... 552-1280
Victorville ... 245-8602
COLORADO
Colorado Springs ... 576-2121
Denver ... 364-9323
DISTRICT OF COLUMBIA
Washington, D.C. Area ... 986-2300
FLORIDA
Cocoa Beach ... 783-5485
Ft. Walton Beach ... 863-4187
Jacksonville ... 781-8883
Key West ... 294-5223
Neptune Beach ... 246-9471
Orlando ... 645-1488
Panama City ... 785-0538
Pensacola ... 455-4532
Tampa ... 837-1557
GEORGIA
Augusta ... 793-7290
Columbus ... 689-2787
Hinesville ... 876-2183
Roswell ... 475-1443
Savannah ... 352-1271
Warner Robins ... 923-5595
HAWAII
Honolulu ... 523-0929
IDAHO
Mountain Home ... 587-4071
ILLINOIS
North Chicago ... 689-1930
Rantoul ... 893-4530
KENTUCKY
Radcliff ... 351-8044
LOUISIANA
Alexandria ... 442-1211
Bossier City ... 742-3601
Leesville ... 238-2934
Shreveport ... 688-5667
MAINE
Cape Porpoise ... 967-4256
Caribou ... 498-6471
MARYLAND
Aberdeen ... 273-6004
Patuxent ... 373-3500
MISSISSIPPI
Biloxi ... 374-1600
Meridian ... 681-8356
MISSOURI
Waynesville ... 336-4901
MONTANA
Great Falls ... 452-2531
NEBRASKA
Bellevue ... 292-9070
NEVADA
Las Vegas ... 643-0057
NEW MEXICO
Alamogordo ... 434-1345
Albuquerque ... 265-5695
Clovis ... 763-4495
NORTH DAKOTA
Grand Forks ... 746-4541
Minot ... 838-3701
OHIO
Columbus ... 267-5654
Fairborn ... 878-4674
OKLAHOMA
Lawton ... 353-0773
Oklahoma City ... 732-4243
SOUTH DAKOTA
Rapid City ... 342-3153
TENNESSEE
Clarksville ... 552-6363
Millington ... 872-8161
TEXAS
Abilene ... 676-1631
Austin ... 444-2488
Corpus Christi ... 992-4955
Dallas ... 644-6147
El Paso ... 566-9601
Fort Worth ... 244-4144
Houston ... 777-0301
Killeen ... 526-6696
Lubbock ... 799-0047
San Antonio ... 828-5675
Wichita Falls ... 855-3910
UTAH
Ogden ... 773-0595
VIRGINIA
Newport News ... 888-2022
Norfolk ... 583-2200
Petersburg ... 862-3764
Virginia Beach ... 463-7373
Woodbridge ... 491-6192
WASHINGTON
Bremerton ... 692-1117
Tacoma ... 588-3882

1/1/86

If there's no office nearby, call this toll free number:

800-638-8760
Ask for extension "LOCK"

In Maryland and Washington, D.C. area: call 301-986-2300

Conti
Conti Blitz
The only high performance cruiser tire

Blitz™
You've waited for something good looking to come along. Now it's here.
Conti Blitz. The only tire made for your kind of riding.
With a unique wide-shoulder tread design for 150-mph traction and mind-blowing acceleration.
©CONTINENTAL PRODUCTS CORP. 1986
Exclusively from Continental

including First Wisconsin National Bank, Mellon Bank East and the Bank of New England, remain in the renegotiated loan. Richard Teerlink, Harley's Chief Financial Officer, sums up the effect of the refinancing as follows: "Our original loans were for five years, expiring in June 1986. We were able to conclude refinancing six months early, so we can pay attention to business during the peak selling season this spring."

• On a somewhat smaller—and infinitely more personal—note, Love Ride II, a benefit for the Muscular Dystrophy Association (see

Elements of a successful fund-raiser:

Motorcycles, riders and a worthy cause.

Hard Cash, December 1985 issue) raised more than double the amount generated by last year's fund-raiser. The first running of the event brought in $41,000 in pledges and donations. This year, more than $91,000 was raised by riders and donated to the MDA.

• As a final item, the next time you visit the Galleria for a bit of shopping, don't be surprised to see something new nestled in between the shoe stores and cookie shops. Kawasaki has decided to take its 1986 line to shopping malls—60 of them, to be exact—in an effort to reach new markets. The tour is based on a sophisticated computer presentation covering the fine points of many '86 Kawasaki models, including ATVs and Jet Skis. A potential buyer visiting the display who selects one of Kawasaki's models on a com-

New Kawasakis being mailed

"Blue-light special on GPzs, today only."

puter screen will receive a specifications printout and price list—complete with a sample payment schedule. In addition, the computer will provide the location of the Kawasaki dealer nearest to his home address. Finally, a follow-up mailing to that address will include a full brochure on the selected model.

Continued

Tracy Design

Style in the Fast Lane

SPACE CASE TANK BAG $99.95

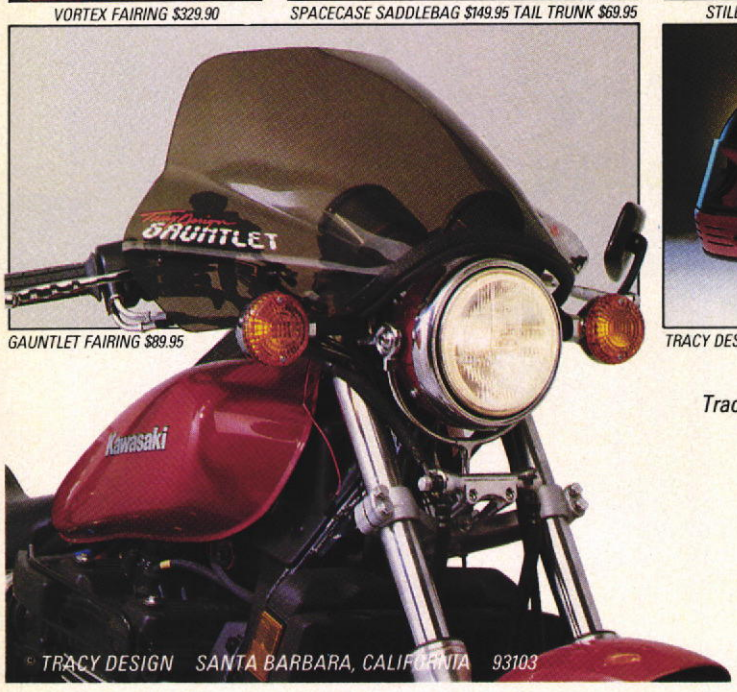
ROADWARRIOR FAIRING $114.95

STREETFIGHTER $179.95

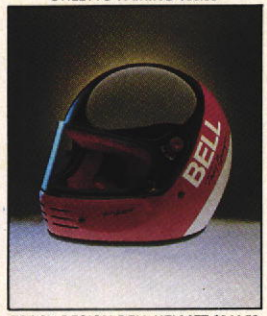
VORTEX FAIRING $329.90

SPACECASE SADDLEBAG $149.95 TAIL TRUNK $69.95

STILETTO FAIRING $89.95



GAUNTLET FAIRING $89.95



TRACY DESIGN BELL HELMET $244.50

Tracy Products available by mail. Add $10 for handling. Send for FREE 24 page '85 Tracy color catalog.

Tracy Products
Edgerton,
Wisconsin 53534
608/884-3461

TRACY DESIGN SANTA BARBARA, CALIFORNIA 93103

FREE! '86 FOX CATALOG

The excellent '86 FOX CATALOG is available FREE!
Send just $1 to cover postage & handling and you'll receive our 72 page color-drenched catalog filled with the best values in motorcycling.
Enclosed please find $1.00 to cover postage and handling, please rush my copy of the '86 FOX CATALOG.

Name:_____ CG

Address:_____

City:_____ State:_____ Zip:_____

Send to: FOX RACING, 520 McGLINCY LANE, CAMPBELL, CA 95008 USA

CHAMPIONS CHOOSE DAINESE . . . SO CAN YOU

Jarama
one piece
$495.00

Premium quality, italian made ready-to-wear sport leathers

Styled and fit for World Champions,

- **All leather construction**
- **Nylon lined and stitched**
- **Padded shoulders, knees and elbows**
- **Flow through ventilation**

DAINESE

Jarama two piece
$465.00

Luke, one piece
$495.00

Full Back Belt,
articulating plates
$44.95

Roth, one piece
$495.00

Suzuka, one piece
Silver Bullet **$495.00**

Assen, two piece
$455.00

K.U., two piece
$435.00

Cofi, two piece
$360.00

For best selection call

800-628-4040

MOTO RACE®

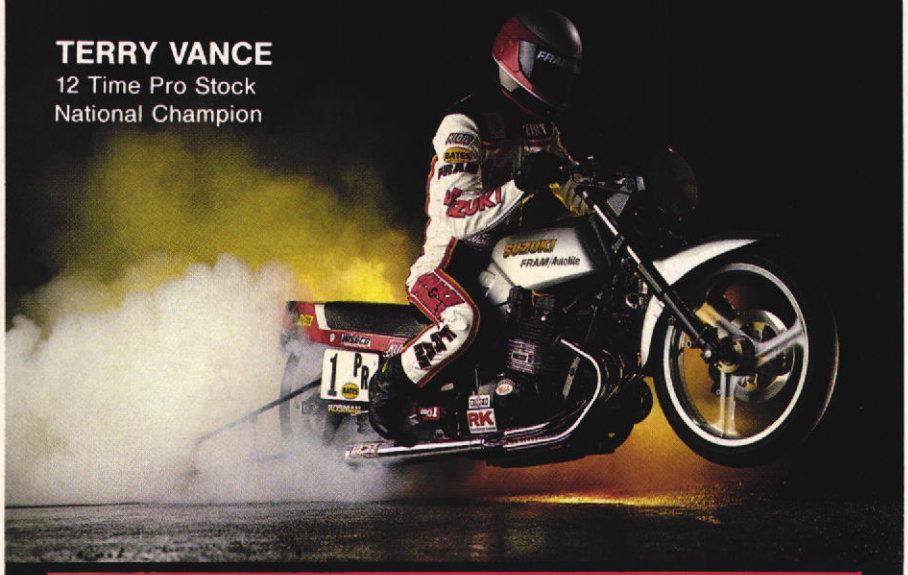
P.O. BOX 861 • WILBRAHAM • MASSACHUSETTS 01095

In California call Cycle Racer, 818-574-4625
In Texas call Blue Sky, 713-869-6014

VISA® MasterCard® TeleCheck®

WE'VE GOT YOUR PARTS

TERRY VANCE
12 Time Pro Stock
National Champion



FOR HONDA, SUZUKI, KAWASAKI and YAMAHA.

VANCE & HINES PERFORMANCE PRODUCTS ARE HERE!

No matter what kind of bike you ride — no matter how you ride it — there's a Vance & Hines performance product that will help any bike perform better.

QUALITY, PERFORMANCE & VALUE

Our line-up includes Hi-energy batteries, performance brake pads, stainless braided brake hoses, special RK works chain, velocity-stacked custom air filters and much more. Many of our products were pioneered through our racing efforts and all of them are engineered to make any motorcycle perform to its potential.

YOU'VE GOT OUR NAME ON IT!

VANCE & HINES Performance Products

14010 Marquardt, Santa Fe Springs, CA 90670

Contact your nearest dealer for Vance & Hines performance products or send a $10 check or money order for your Vance & Hines T-shirt, decal & mail order catalog.

RUMORS

• Tales of could-be motorcycles enter the rumor mill from just about all angles, but they usually come out right side up. There's always an oddball or two, however, and this month there's one that hit the shipping dock of the rumor mill feet first. Our man under the bumbershoot reports on a growing interest in racing recumbent motorcycles in England. Such a racing class would include moto-oddities like the Quasar, and probably would be typified by devices employing hub-center steering, radical styling and unconventional aerodynamic shapes. Admittedly, a recumbent racing class would be small, but it wouldn't necessarily stay that way. Excited whispers from overseas indicate that at least one major bikebuilder is interested in dipping its toes into feet-first racing.

• And from what we've *observed,* all the major moto-manufacturers are racing for the diving board to get wet *all over* in sport-touring. The initial hot reception for Kawasaki's new Concours has generated considerable conversation about "the viability of adult big-bore multis." It's as if everyone realized, all at once, that there really is life beyond knee-dragging banzai runs through the canyons. Now, couple that observation with the fact that BMW's K100RS—arguably the conceptual role model for the Concours—recently won the Grand Prix award for "best means of transport" from Japan's Ministry of International Trade and Industry. The two add up to a sure bet that a generation of big-bore sporting machines with saddlebags and full fairings will issue from the major manufacturers by this time next year.

• One of that new wave likely will bear Suzuki's logo, though the latest gossip is that the sidecovers won't read "1150." A previously popular tale has been that the success of the GSX-R1100 would result in the 1150 series being shifted to a sport-touring role, with an appropriate facelift of luggage and medium-haul goodies, of course. The latest talk has it that the future of the air-cooled GS1150 series lies in a museum, not in weekend tours. Inside gossip from Suzuki is that a detuned version of the GSX-R1100 will fill the firm's sport-touring slot in '87.

• If current rumors pan out, going head to head with that Suzuki will be a much-redesigned FJ1200. Reportedly, a new five-valve-per-cylinder literbike will carry Yamaha's big-bore sporting colors, leaving the FJ1200—already roomy, fast and comfortable—to handle the "adult" sportbike role.

• Not all the talk this month is of large-capacity streetbikes, though. There's also plenty of word from the Euro-Brigade that a new half-liter, liquid-cooled four-stroke motor from KTM will appear in both dirt and street configurations. The new motor is said to be in development as a replacement for the four-valve Rotax motor KTM now uses. Long-lens types say the motor is a five-speed, SOHC design, with dual radiators and a dry weight almost low

Continued

N42 Light heavyweight champ

Technical Knockout by Nolan.

Fiberglass meets polycarbonate for the best one-two combination you can find in a high performance helmet.

Tough-as-nails defense you expect from fiberglass, combined with features only possible with polycarbonate.

The N42's lightweight *Snell 85* fiberglass shell is constructed with Nolan's advanced "satin-weave" material. The stunning European graphics are painted by computer robotics.

Ingenious as it is aggressive, the one-piece polycarbonate air-dam gives you several aerodynamic advantages—a wind sheer for stability, a positive seal for the visor and Nolan's exclusive *Venturi ventilation* exhaust duct which extracts moist, stale air from the helmet.

The N42 comes with round after round of special features, such as the extra protection of expanded polystyrene (EPS) in the neck roll and chin bar, superior fit and comfort, quick change pivots that require no tools, and a scratch-resistant, hard coated Lexan® visor.

The N42 answers the bell. Your decision is clear. . . technical knockout by Nolan.

The model N42 shown here and other Nolan helmets are available consumer direct. For pricing and ordering information, please write to the address shown.

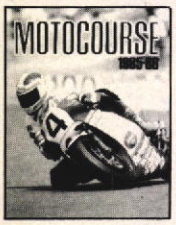
NOLAN® HELMETS

The cycle-logical edge

DynaTour Corporation
1944 N. Narragansett, Chicago, IL 60639
312/637-5049

How To Spend Your Off-Season

MOTOCOURSE

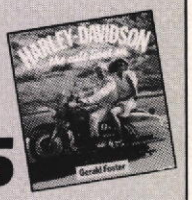


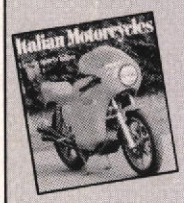
MOTOCOURSE 1985-1986
Edited by Peter Clifford. The 10th edition of *Motocourse* brings you the speed, action and knee-to-the-ground excitement of world championship motorcycle road racing. Spectacular color photography captures every race from the Isle of Man TT to the U.S. Includes complete results of each race plus practice times, circuit maps, and detailed stats. There is also a review of the top ten riders, a look at the newest bikes and much, much more. Regarded as the best motorcycle road racing annual in the world. Order early - these sell out quickly! 192 pgs., 220 photos. 50 in color.
109378A.....$36.95

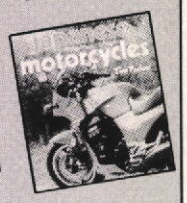
OSPREY COLOR LIBRARY

The Osprey Color Library features books filled with full-color photos printed on high quality, coated stock. Each page is filled with photos highlighting the unique features of the bikes portrayed. The vivid color, reasonable price & high quality make these books an excellent value. Recommended. 128 pgs., 120 photos.

All Color $11.95







105793A Harley-Davidson: The Cult Lives On.$11.95
105792A Italian Motorcycles.....$11.95
109629A Japanese Motorcycles. NEW $11.95

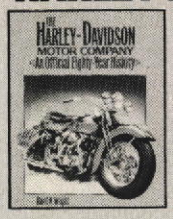
GRAND PRIX VIDEOS

Covers the race in super detail. Over one hour of great footage puts you on the course with the riders and follows the hot chase for the World Crown.

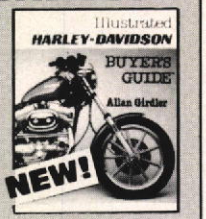
Lone Champion '84 M/C World Championship.
109820 VHS.....$39.95
109851 Beta.....$39.95

109835 Belgian Bike G.P. 1985. VHS.....$39.95
109839 British Bike G.P. 1985. VHS.....$39.95
109837 French Bike G.P. 1985. VHS.....$39.95
109827 Italian Bike G.P. 1985. VHS.....$39.95
109823 Spanish Bike G.P. 1985. VHS.....$39.95
109825 German Bike G.P. 1985. VHS.....$39.95

HARLEY-DAVIDSON



THE HARLEY-DAVIDSON MOTOR COMPANY: AN OFFICIAL EIGHTY-YEAR HISTORY
David Wright. The definitive history of the Harley company and its bikes. Prepared with Harley's cooperation it features much "inside" information and detailed data. Covers entire production history by bike, how they are assembled and special information on restoration. Company profile focuses on Harley's company development, dealer network, who's in charge now and what lies ahead. This is absolutely *the* Harley book to have. 280 pgs., 250 ill., 14 in color.
105698A.....$24.95



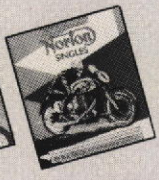
ILLUSTRATED HARLEY-DAVIDSON BUYER'S GUIDE
By Allan Girdler. The book Harley fans, owners and potential buyers have been waiting for! Profiles Harley with all the facts, figures, changes, details and hundreds of photos from the 1936 Knucklehead to today's Evolution V2. More than a how-to-buy-an-old-Harley book, this is a model by model history including Panheads, Shovelheads, Superglides, Sportsters and more. Sorts out the K, X, F and R designations, and the exclusive 5-Star rating system points out the best values and best buys. Plus tips on finding parts, buying a bike, clubs and much more. 160 pages, 141 photos.
109943A.....$14.95
Books Shipped April 15, 1986

OSPREY COLLECTOR'S LIBRARY

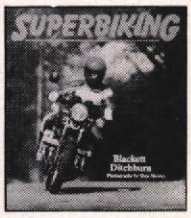
Great selection of books on the world's bikes. Researched by experts using original company records, they give you the most detailed look possible at the bikes. Complete specs & photos of each model plus history, year-by-year design & component changes. Approx. 190 pgs., 150 ill.

105724A AJS & Matchless.....$19.95
105659A BMW Twins & Singles.....$19.95
105544A BSA Gold Star and Other Singles.....$19.95
105455A BSA Twins & Triples.....$19.95
105836A Ducati Singles.....$19.95
109500A Ducati Twins.....$19.95

105833A Honda: Early Classic Motorcycles...$19.95
105778A Kawasaki: Sunrise to Z1.....$19.95
105696A Norton Singles.....$19.95
105520A Norton Twins.....$19.95

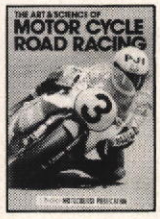


105491A Triumph Twins & Triples.....$19.95
105543A Vincent Vee Twins.....$19.95
105832A Yamaha Two-Stroke Twins.....$19.95

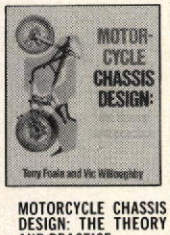


SUPERBIKING: A MANUAL FOR FAST STREET RIDING
Blackett Ditchburn. Professional advice on techniques and practices of fast street riding. These readable and clear instructions tell how to react and adapt to specific conditions. Strongly emphasizes the rider's responsibility to ride safely. Valuable for both experienced and novice riders. 128 pgs., 100 photos.
105723A.....$9.95

THE CANYON RACER'S POCKET GUIDE TO ADVANCED MOTORCYCLING TECHNIQUES
David Mallet & John Imre. Small pocket size but jam-packed with information. Includes sections and diagrams on body position, braking, steering, speed and cornering, plus an interview with world champion Steve Baker. Recommended for advanced riders. 80 pgs.
105813B.....$9.95

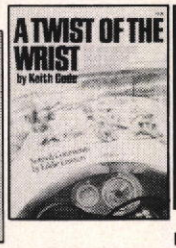


THE ART & SCIENCE OF MOTORCYCLE ROAD RACING *NEW EDITION*
The hottest book on cycle road racing now includes the latest bike technology and a foreword by 1984 champion Eddie Lawson. By the pubishers of *Motocourse*, this book covers rules, engines, steering, suspension, frames, tires, circuits, practice, testing, race day, rivals, and more. Updated 1985. 284 pgs., 100 ill., 20 in color.
105595A.....$19.95

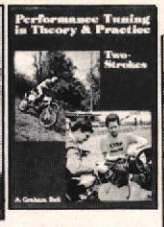


MOTORCYCLE CHASSIS DESIGN: THE THEORY AND PRACTICE
By Tony Foale & Vic Willoughby. Explains in depth what a motorcycle chassis needs to do, how it's best designed & constructed, from what materials, and how current production can be improved. Tells why some bikes handle better than others and why one engine is easier to build a frame around than another. Covers rake, trail, steering head, square tube, leading link forks, monocoques & spine frames. 160 pgs., 150 ill.
105769A.....$14.95

DUCATI MOTORCYCLES
By Alan Cathcart. Started after WWII to provide small-engined bicycle power for the general public. Ducati quickly made its name with a sporty machine nicknamed the "pup." Since then Ducati has produced some of the world's most successful road & racing cycles. Author Alan Cathcart is an expert writer and road racer. 224 pgs., 200 b&w ill., 8 pgs. in color.
105722A.....$29.95



A TWIST OF THE WRIST: THE MOTORCYCLE ROAD RACER'S HANDBOOK
By Keith Code. Excellent book on high speed riding by the operator of the famous California Superbike School. Includes much information not available elsewhere. ". . . anyone who road races or is contemplating road racing, should read this book." [Cycle News]. 117 pgs., 73 ill.
105717B.....$14.95



PERFORMANCE TUNING IN THEORY & PRACTICE: TWO STROKES
By A. Graham Bell. Covers all aspects of increasing the performance of modern two-stroke engines. Applicable to road racing, motocross, enduro or karting. Companion volume to the same author's book on four-strokes. Recommended. 113 line drawings.
105699A.....$15.95

TRIUMPH TWIN RESTORATION
By Roy Bacon. The best and most complete guide available for restoring all pre-1972 production twins. Detailed coverage of everything from major renovation to general maintenance including restoration, development, how to recognize parts and improve specs. Essential for every Triumph tool box. 240 pgs., 200 ill.
109498A.....$24.95

GENERAL INTEREST

109790 GUIDE TO ITALIAN M/C.....9.95
105686 How to tour Europe by Motorcycle.....9.95
109734 M/C DICTIONARY OF TERMINOLOGY.....14.95

RESTORATION & TECHNICAL

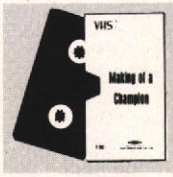
110006 MOTORCYCLE BASICS MANUAL. 164 PGS....10.50
105226 Restoration of Vintage & Thoroughbred Motorcycles. 208 pgs., 282 ill.....15.95
109326 Custom Metal Polishing. 42 pgs.....10.95
107726 Welder's Handbook. Finch. 160 pgs.....12.95
105699 Performance Tuning in Theory & Practice: Two Strokes. 113 ill.....15.95
105502 Two Stroke Tuning. 144 ill.....10.95

COMPETITION & RIDING

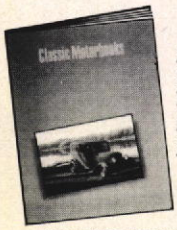
109667 Superstar Showdown: 1984 Transatlantic Challenge. Video. VHS.....39.95
109668 Superstar Showdown: 1984 Transatlantic Challenge. Video. Beta.....39.95
109671 Donnington World Cup '82. Video. VHS.....39.95
109672 Donnington World Cup '82. Video. Beta.....39.95
109665 Racing Into History. Video. VHS.....39.95
109666 Racing Into History. Video. Beta.....39.95
109669 Grand Prix 1956. Video. VHS.....39.95
109670 Grand Prix 1956. Video. Beta.....39.95
108619 Daytona 1983 Superbike Race. Video. VHS....49.95
108620 Daytona 1983 Superbike Race. Video. Beta....49.95
105844 OBSERVED TRIALS. 192 PGS.....12.95
105663 Motorcycle Drag Racing. 300 ill.....12.95
109274 Enduro Secrets Revealed. 176 pgs.....11.95

INDIVIDUAL MAKES

105835 BMW Motorrader. German. 1,700 ill.....42.95
105734 BMW R69/R69S Super Profile.....9.95
105246 Bahnstormer: Story of BMW Motorcycles.....18.95
105692 Story of BMW Motorcycles.....19.95
110034 BSA GOLD STAR SUPER PROFILE.....9.95
109903 DUCATI WORKSHOP MANUAL.....19.95
105847 Harley 1957-69 Service Bulletin, Vol. 4.....19.95
105794 Honda Gold Wing. 135 pgs., 112 ill., 12 color..14.95
105321 Iron Redskin: Indian. 335 pgs., 220 ill.....22.95
105729 Motor Guzzi: Genius & Sport.....14.95
110060 NORTON M/C PICTORIAL HIST.....12.95
105444 Bonnie: Triumph Bonneville.....7.95
110061 TRIUMPH M/C PICTORIAL HIST.....12.95



MAKING OF A CHAMPION - VIDEO
A great profile of Freddie Spencer with emphasis on his 1983 world championship. Also includes interesting footage from his early days racing in Texas and California. Excellent quality racing footage. 22 minutes.
109627D VHS . . $39.95
109628D BETA . . $39.95



ORDER TOLL-FREE

Free with every order! The Classic Motorbooks 1986 Catalog

1-800-826-6600

Orders Only-WI, AK, & all inquiries use 715-294-3345

10 DAY MONEY-BACK GUARANTEE

LIBRARY ORDERS & DEALER INQUIRIES INVITED

Classic Motorbooks™

P.O. Box 1 OSCEOLA, WI

24 HOUR TOLL FREE PHONE SERVICE. It's easy to call in your order on our toll free number. DIAL 1-800-826-6600. WI, AK, HI & Canada use 715-294-3345, Mon -Fri 8am-4 30 pm (not toll free). Items can be charged to Mastercard, Visa, American Express, Diners Club & Carte Blanche. **SHIPPING & HANDLING CHARGES** for orders up to $29.99 are $2.95, orders $30.00 or more: $3.95. The fee charged covers cost of shipping 4th class bookpost or UPS only. We will ship the best way. NO CODs. WI residents add 5% sales tax.

OUR PRICES ARE GUARANTEED 75 DAYS FROM THE COVER DATE OF THIS PUBLICATION

P.O. Box 1/CG16 Classic Motorbooks OSCEOLA, WI 54020

Send item numbers: PLEASE PRINT

Please include handling fee on all orders.
Enclosed is my check or money order for $ _____
Charge to my: ☐ MC ☐ VISA ☐ AMEX ☐ CARTE BLANCHE ☐ DINERS CLUB
Acct. # _____ Exp. _____
Cardholder's Name _____
Name _____
Address _____
City _____ State _____ Zip _____
Visit our office & warehouse at: 729 Prospect Ave., Osceola, WI CG16

enough to produce believers in anti-gravity.

• As a last note, for believers in anti-theft devices, something new apparently is in the offing. Insiders report that next year's top-of-the-line touring bikes—perennially locked into a race to see who's got the most—might feature something less: an ignition key. The next dose of electrickery for the terminally gadget-hungry might well be a keyless electronic security system. The system reportedly blocks ignition and fuel flow, and responds to an individual entry code entered on a tank-mounted keyboard.

APART FROM THE CROWD

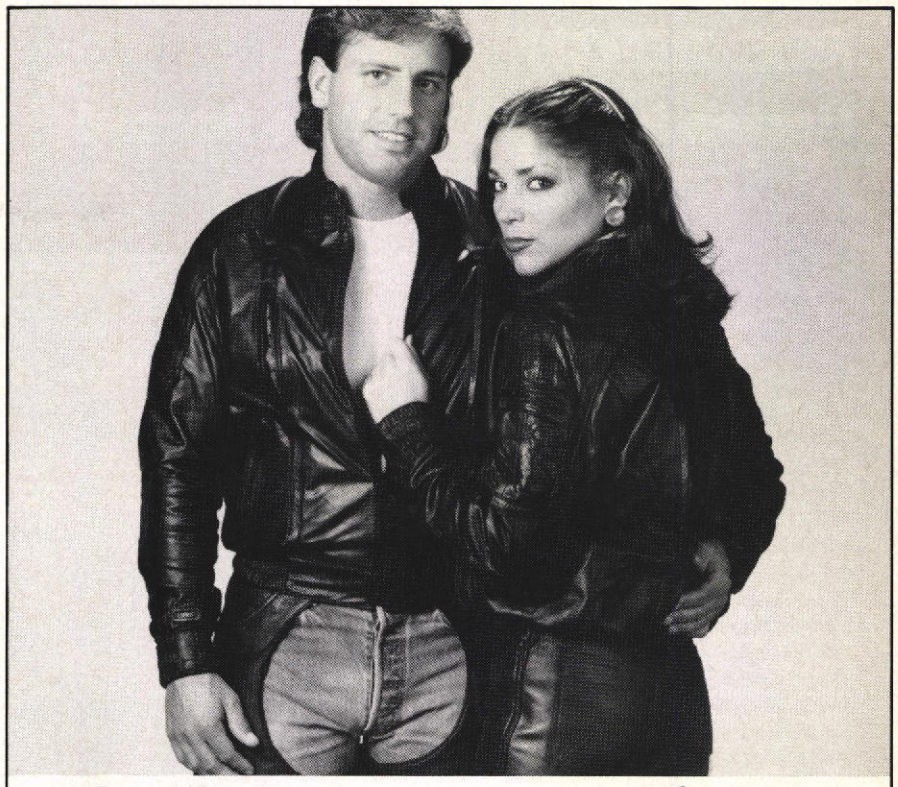
• File this under Keeping A Stiff Upper Lip—and everything else, too. A British college student recently made history by not going much of anywhere on a motorcycle. Reportedly, he managed to keep a more-or-less stationary Fantic trials bike upright for just shy of 97 minutes at a recent motorcycle show. Eyewitnesses swear that he'd probably still be at it this very minute, if his arms hadn't cramped up.

• And you can label this one a case of being given the finger. British motorcycle ace Mick Grant recently unveiled a tongue-in-cheek aid to the beleaguered trials rider. It's a six-fingered riding glove for those who find it difficult to ride with one finger covering the clutch lever. In this case, the dummy finger rides on the lever, while the rest of the glove—and the hand inside it—goes about its business. All in all, this particular riding aid might be equally useful to roadracers, too. A big hand for Mr. Grant's ingenuity—one with six fingers on it.

• Finally, here's an item that took an honorable mention in the Best Alibi contest sponsored by the Police League of Indiana. And although it has its origins in the automotive world, those of you who ride with intercoms—or with excessively loud passengers—can relate to it nonetheless. An Indiana officer was confronted with something original in excuses when he stopped a speeder whose car was loaded down with screaming, brawling youngsters: The driver explained he was simply trying to get away from the noise behind him. Reportedly, the alibi failed.

AFTER THE FACT

• There's a little bad news for Suzuki GSX-R750R Limited Edition owners who want to race—and win some of Suzuki's cash. Suzuki has decided *not* to include the LE in its national contingency program, as originally reported in the preview of the Limited Edition (February 1986). A spokesman from Suzuki says the till is still open for riders on standard GSX-R750s and 1100s to win Suzuki cash in club racing, and that the Suzuki-only National Championship is slated for October at Road Atlanta. •



Zip into something comfortable.

Esprit's new Aironot jacket features zippered vents in the front and back for cool summer comfort. And in the winter, a snap-out aluminized lining doubles up with Thermoliner® insulation to keep you toasty warm. Fashioned from black Grade A Nappa dress leather, the Aironot's loose Italian styling will make you look as good as you feel.

For all-weather comfort, the Aironot is the jacket of the year. Slip into one today.

For ordering information and catalog, write to Esprit Leathers, P.O. Box 11591, Portland, OR 97211. Many other styles available. Suggested retail: $85.98 to $218.95.

ESPRIT®

WORLD'S #1 FAIRING

PICHLER Fairings

NEW!

SUZUKI GS550E
Unpainted—$595.00
Colormatched—$795.00

Pichler, worldwide leader in Fairing design. Autobahn proven in Germany to allow increased power and handling. Advanced design combined with German craftmanship.

Available for most current popular brands of motorcycles.

Pichler of America
196 Van Buren Avenue
Barberton, Ohio 44203

Write today for free color catalog!

ORDER TODAY! (216) 745-3156 or (512) 476-9726

We Invite Dealer Inquiries

RIDE/REPORT:

Norton Interpol 2 Police Special

The power behind the force.

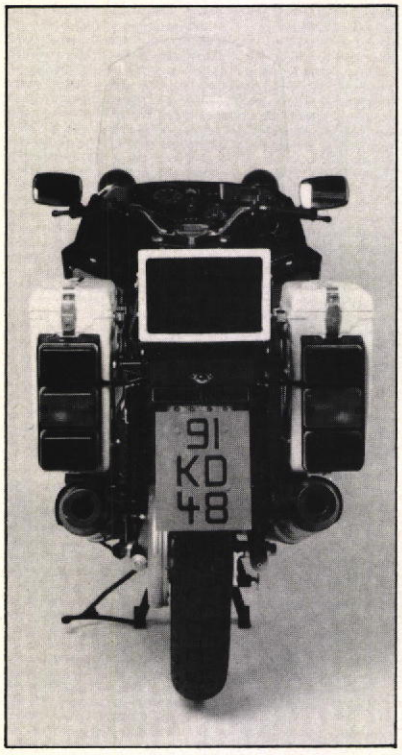
• Dedicated Britbike enthusiasts claim there are certain traditions that must be upheld when building British motorcycles. For example, they say, without the requisite pushrod vertical-twin powerplant, and the vibration that accompanies such a layout, a bike just isn't cricket. But now Norton, which long upheld both these time-honored traditions, is raising eyebrows throughout England by building a motorcycle that not only lacks the customary vertical-twin layout, but pushrods and vibration, as well.

The Norton Interpol 2, a limited production motorcycle designed for the police and military, is powered by an air-cooled, twin-rotor Wankel rotary engine, displacing 588cc. And it's the rotary engine's uncanny smoothness that makes it a favorite with English motorcycle policemen. "It's so smooth," claimed one constable accustomed to day-long shifts enduring the vibration of Triumph police bikes, "you can

50 WATTS ON WHEELS.
For the first time, mix the thrill of great stereo with the thrill of great motorcycling.
Because Yamaha's new Music 'n Motion fm/cassette system puts out 50 powerful watts. Power for a punchier bass and crisper highs that soar above traffic noise.
Plus removable Toshiba personal stereo with headset. So when the road ends, the music won't. The theft-resistant mounts fit almost any bike — you don't need a fairing. Just two ears. Two wheels. And a trip to your Yamaha dealer.
YAMAHA
Built for the fun of it.

rev the motor with a coin balanced on the tank, and the coin won't roll off."

Another by-product of the rotary's unique design is the sound emitted by the Interpol's twin mufflers. The rotary engine's exhaust note is said to be an eerie



whirring sound that practically defies description, a far cry from the familiar basso rumble of conventional Norton twins. Equally unfamiliar to most Norton aficionados is the Interpol's monocoque frame, which incorporates the engine's airbox and 4-liter oil tank, and the bike's enclosed rear drive chain, claimed by Norton to have a service life of 80,000 miles.

As innovative as the Interpol is compared to its predecessors, however, sales haven't exactly been brisk. The small factory at Lichfield, just outside Birmingham, has made only 220 Interpols in the past two years. And while the factory won't divulge details regarding such matters, the bike's price tag, estimated by sources close to the factory to be in the $6500 range, might be one reason for the less-than-phenomenal demand.

For Yanks with a taste for the most unusual Britbike in years, $6500 might not be too high a price, but at the moment Norton has no plans to export the Interpol. And that decision might actually serve British national interest, according to one observer. Because, it seems, if it weren't for Interpol 2 Police Specials, foreign dignitaries visiting England would have to ride in motorcades led by chaps astride—dash it all—foreign motorcycles. And that just wouldn't be cricket, now, would it?

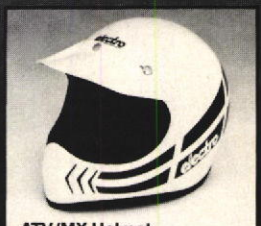
—Bob Marich

Meet your match The complete cycle touring system from Electro. Helmets, fairings, and seat covers with the same sharp styling, same high quality. So you can tour with class.

Helmets
Choose top-of-the-line fiberglass or space-age injection molded Ronfalin® helmets in either full face (shown) or open face styling.

Sizes to fit all bikes. Handsome etched-look graphics on deluxe models.

Seat Covers
Deep-pile simulated sheepskin gives comfortable ride. Washable. Easy to install.



ATV/MX Helmet
New! Made of high-tech Ronfalin. Deluxe interior for comfort and fit.

electro
TOURING LINE
P.O. Box 177 • Memphis, TN 38101

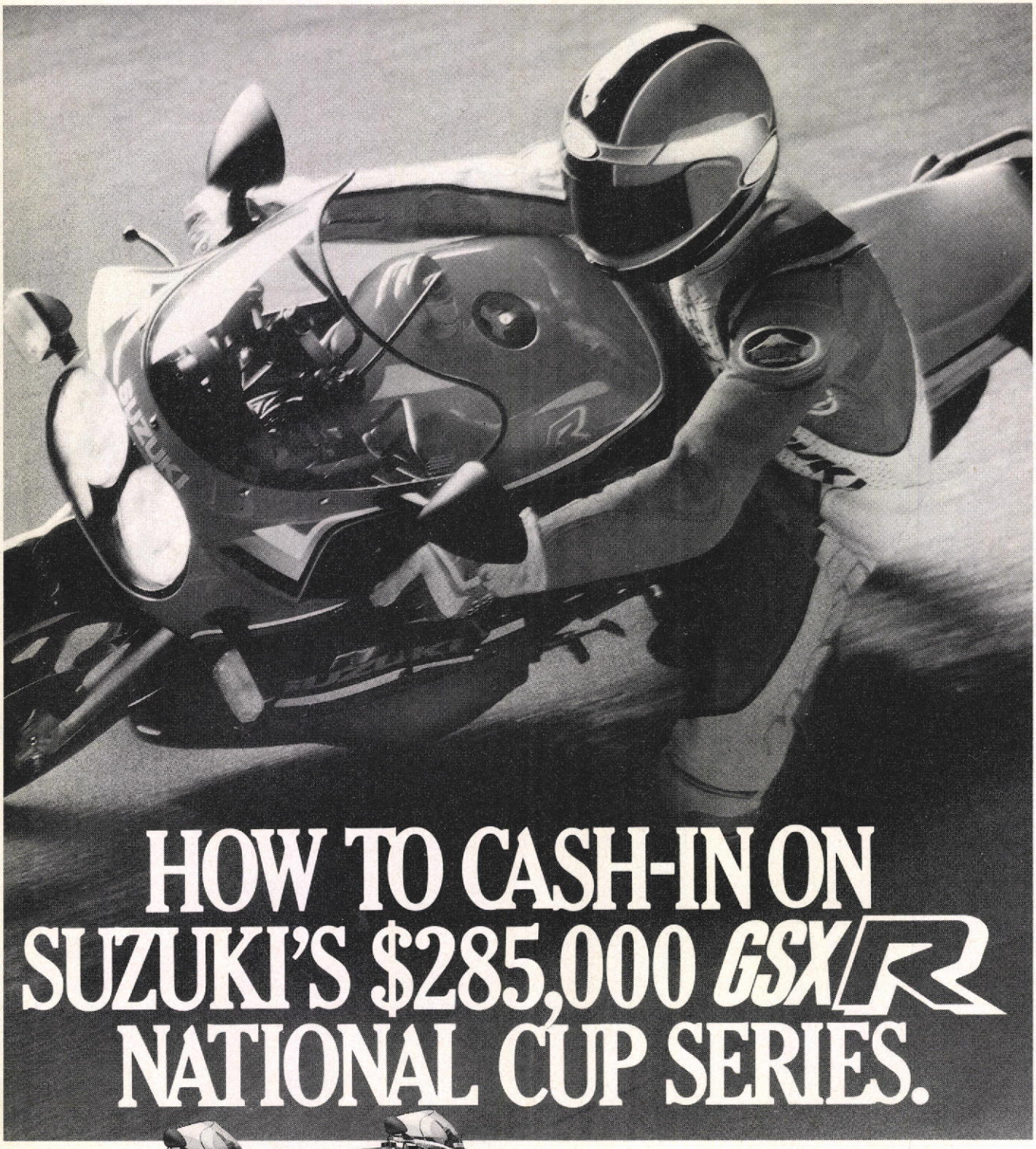
THE START OF A GOOD FINISH.

Kal-Gard's KG-2. A premium 2-stroke premix for all 2-cycle applications. Get max performance with minimal friction, and reduce varnish, carbon build-up and excessive exhaust smoke. Excellent for both water- and air-cooled 2-stroke engines. Plus, it's BIA certified, which means it's passed some pretty mean testing. Check it out: Kal-Gard's KG-2. When performance counts!

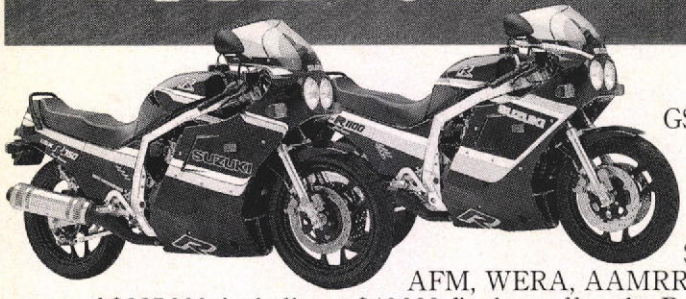
Kal-Gard's Competition 2. It's a hi-tech premium blend of synthetic and petroleum based lubricants specially formulated for all high-performance 2-cycle applications. Reduce carbon formation, varnish and excessive exhaust smoke. Completely eliminate ring gumming. Give your high-revin' machine the performance protection designed by the pros. Competition 2—it's the start of a good finish!

To order direct, send $3.25 for 16 oz. bottle of KG-2 and $4.45 for 16 oz. bottle of Competition 2 to: Kal-Gard Coating and Manufacturing, Dept. CG; 16616 Schoenborn Street, Sepulveda, CA 91343. Enclose $3 shipping/handling for first bottle ordered and $1.00 for each additional bottle. Check or money order only; no cash. California residents add 6% sales tax. Offer valid in continental U.S. only. Allow 3 to 6 weeks for delivery.

KAL-GARD®



HOW TO CASH-IN ON SUZUKI'S $285,000 GSX-R NATIONAL CUP SERIES.



First, get your hands on one of Suzuki's race-ready GSX-R 750s or 1100s...the machines destined to clean-up in the 750 Stock and Open Stock Production classes.

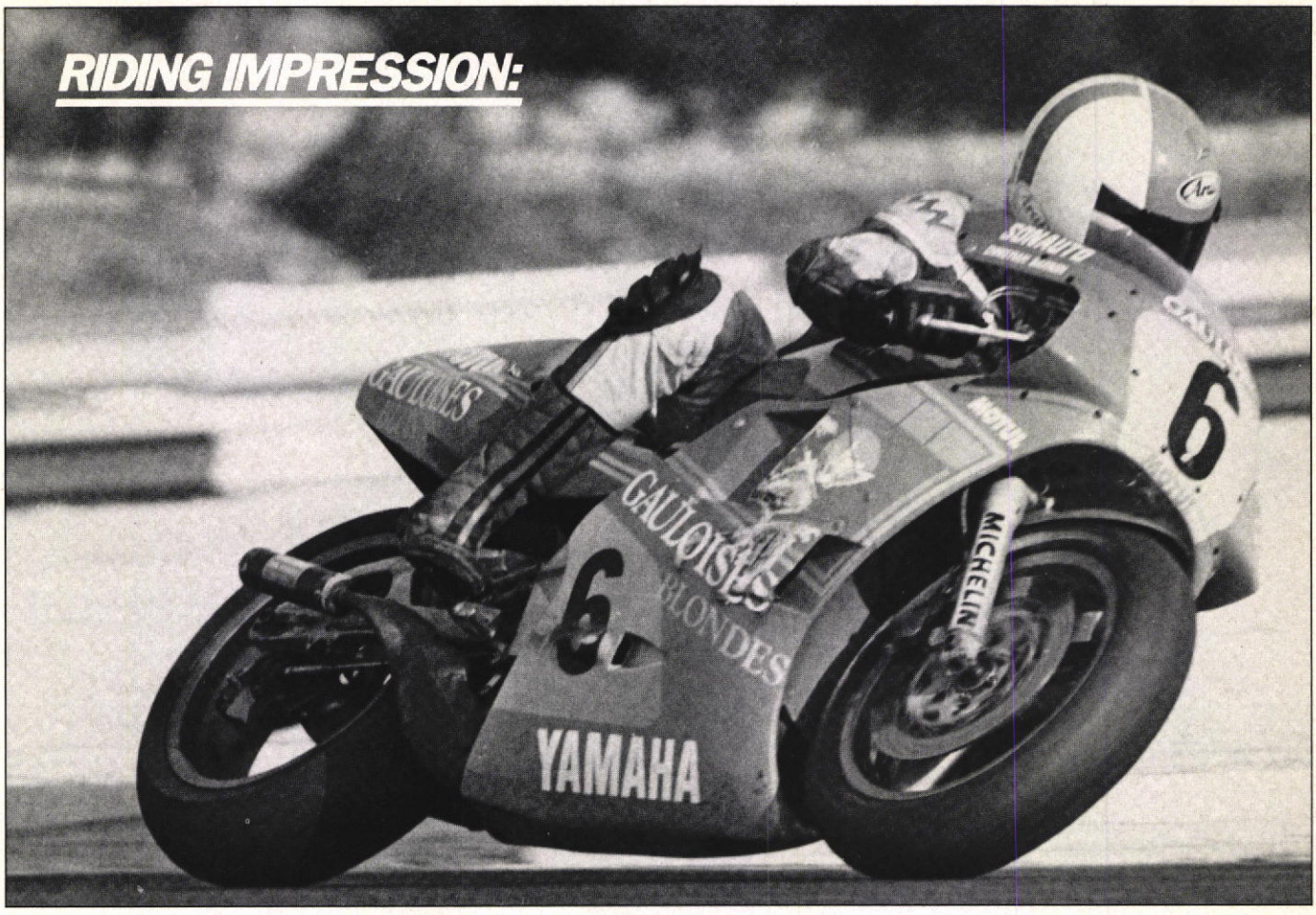
Next, go to your Suzuki dealer for details on the 1986 Suzuki GSX-R National Cup Series. The races are sanctioned by AFM, WERA, AAMRR, MRA, OMRRA and offer a total purse of $285,000, including a $40,000 final payoff at the Race of Champions at Road Atlanta.

Then, get out there and start winning. For details and your free participant application, see your nearest Suzuki dealer soon.

MAN AND MACHINE WORK LIKE A SINGLE MOVING PART.

SUZUKI®

The Limited Edition GSXR750R will compete for separate 750 Superbike contingencies and is not eligible for the 1986 Suzuki National Cup Series. Visit your participating Suzuki dealer for free GSX-R racing audio cassette and Kevin Schwantz poster. Tune-in MOTORCYCLE WORLD radio with Larry Huffman, sponsored by Suzuki, Sundays, 10-11 p.m. KOLA-Los Angeles, XTRA-San Diego, KTIM-San Francisco, KYLO-Sacramento & 4 a.m. WLS-Chicago, IL.



Christian Sarron's Yamaha YZR500R

On the back of The Beast.

BY MAT OXLEY

This time I wasn't going to get away with it. The front wheel came up so far, so fast that for a few awful moments, the $72,000 OW81 was heading straight for the scrap heap. More through abject fear than riding skill, I snapped the OW's throttle shut, and the front end crashed back onto the pavement. The Beast had warned me. . . .

Riding a 180-mph, 140-horsepower 500 GP bike gives you a lot of respect for the machinery *and* the heroes who ride them.

This was no ordinary GP machine, either. The blue factory Yamaha is the only bike to carry a non-American to a 500 Grand Prix victory in the last three seasons. That occurred last May, when little Frenchman Christian Sarron slithered past Freddie Spencer to win the rain-lashed German GP at Hockenheim.

Mercifully the sun was shining when I ventured out at Circuit Paul Ricard near the French Mediterranean coast. But dry pavement didn't make life aboard Yamaha's GP rocket any less exciting. My first problem was fitting on the bike. Sarron's only 5 foot 7 inches, and my extra 4 inches meant my helmet was forever hitting the screen, my butt catching on top of the seat hump, and my feet tangling in the swingarm. I couldn't even flatten out on the bike properly; it's that compact.

And being able to hang on is a major consideration with the OW. With about the same weight as a 125 streetbike and with 140 horses stampeding through the rear tire, the OW has one helluva power-to-weight ratio. Even Ricard's 1½-mile Mistral "Freeway," the longest straight in the GP calendar, shrinks dramatically into a short series of frenzied gear changes aboard the OW. Think of the quickest streetbike you've ever ridden and double the pace—that's what the Yamaha feels like when it launches out of a turn.

With all that power at your fingertips, it's impossible not to get carried away with greed. But go too far and suddenly the machine gets scary—even keeping the OW81 on two wheels is a big deal. Wrench open the throttle out of just

Continued

about any turn, and the front end launches itself skywards like it's going straight into orbit.

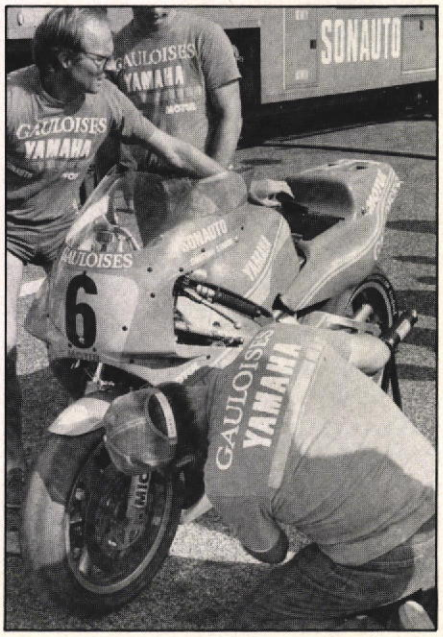
The Yamaha's power just explodes with a spine-chilling wail at 8500 rpm. Below that magic figure, the Beast wouldn't balk at riding the streets—in fact, the motor's got more lowdown grunt than most home-tuned two-strokes.

Get above 8500 rpm, and things change—fast. Suddenly, the throttle becomes a precision instrument that can dial in far more power than any mere mortal can cope with. The powerband is fairly wide, tailing off at 12,400 rpm, and within that maelstrom of power, the throttle needs to be modulated like your life depends on it.

Even Sarron finds that explosion at 8500 rpm too hot to handle, and avoids it by not letting the tach needle drop below nine grand—even in the wet! The 30-year-old Frenchman, who was 250 World Champion in '84 aboard a TZ and finished third in the 500 GP rankings last season, has asked the factory to smooth out the power delivery for next season.

The problem right now is the OW81's guillotine power valve, which rises and falls too abruptly to add a gentle touch to the Yamaha's vicious powerband. A modification to the black box that controls the power valve's electric motor should change all that for next season. The Frenchman had one other problem adapting to the Yamaha; he burned his backside at his first GP, because he doesn't hang off like other riders. His mechanics had to modify the seat.

Otherwise, Sarron seems satisfied with the Yamaha's motor. Once producing the goods above 8500 rpm, the vee-four—identical to Eddie Lawson's—can get within spitting distance of Freddie Spencer's NSR500 Honda on the straights. And he's happy enough with that situation. "On acceleration, we are just about equal," he explains. "But Freddie has a little more on top end."



Sarron and YZR500 came up winners in '85

Looking for more wins this year.

That situation is reversed against the triples of Randy Mamola, Wayne Gardner and Ron Haslam, who harrassed Sarron all last season. "I have better acceleration than they do, but we are just about the same on top end," he added. "Often, though, with less power and weight, they can get the power down quicker coming out of turns."

Yamaha's vee-four motor has come a long way since Kenny Roberts first wheeled out the OW61 vee-four at a snowy Salzburgring in May 1982. Back then, the bike used disc-valve induction, but with Honda proving in '82 and '83 that modern reed-valve technology leaves discs in the Dark Ages, Yamaha followed Honda's lead in '84.

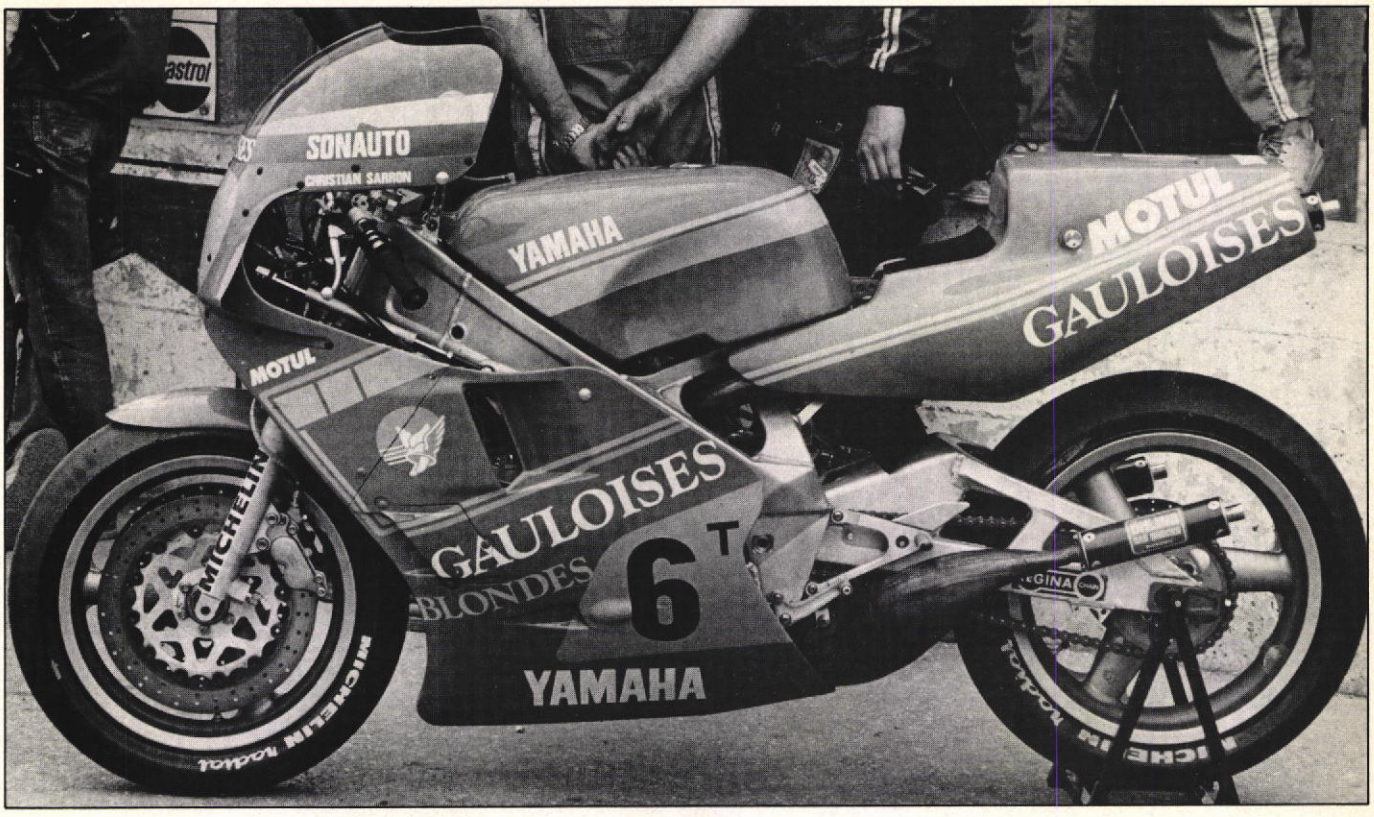
Switching to reed-valve induction made the motor more compact, in addition to being easier to ride and start than the disc-valve vee-four. Even so, the Yamaha is hardly a lightning starter. Few people can even remember the last time a Honda triple didn't lead a GP from the green light. Small wonder that the diminutive Sarron is a leading force in the so far unsuccessful campaign for live-engine GP starts.

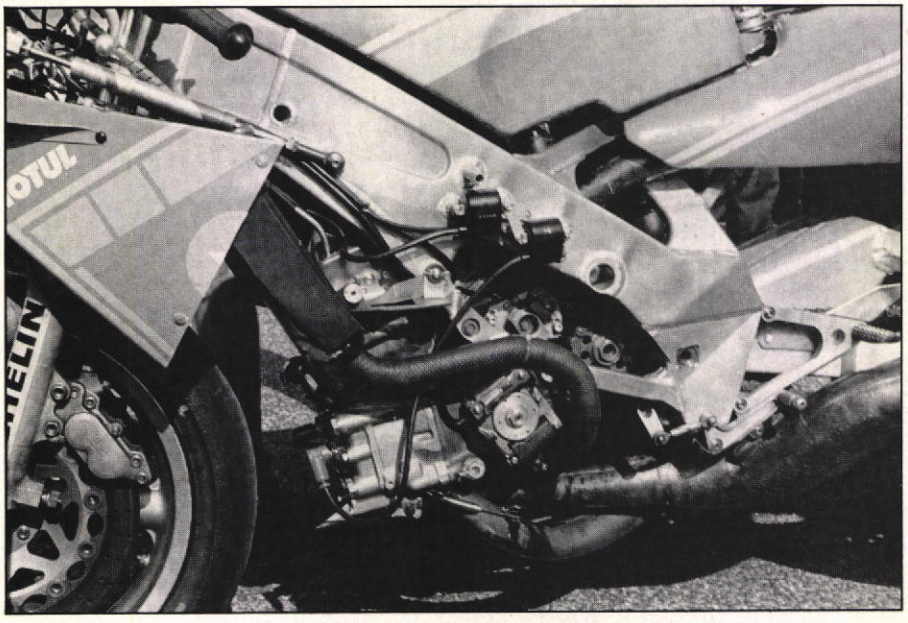
Two twin-choke Mikunis (34mm or 35mm venturis, depending on the track) supply the reed valves, which feed mixture directly into the crankcases. A series of five transfer and three exhaust ports handle cylinder breathing. Obviously, cylinder walls are well out of fashion in the high-tech world of GP two-strokes.

Although the vee-four tag suggests otherwise, the OW81 and its street-blasting cousin, the RZ500, aren't true vee-fours like Honda's NSR500. Both Yamahas use twin cranks, which effectively makes them doubled up parallel twins with each bank of cylinders set at 90 degrees to the other. Each OW crank runs on four roller-bearing mains, and since the start of last season, the crankshafts have run in opposite directions. The switch to contrarotating cranks helped eliminate the vibration that caused problems for Lawson and Roberts in previous years.

Eliminating other problems requires a rigorous maintenance schedule: Cranks get junked every 600 miles, every two to three GPs; pistons last only half that long. Still, that's a long time in GP-speak, and the transmission gets stripped just as often as the top end. In actuality, the transmission comes out even more often: With its cartridge-type six-speed gearbox, Sarron can demand just the right ratio for every corner on the track. Finding the correct

© 1986 DAVID DEWHURST





Twin-crank vee-four seems quite docile at low rpm, but packs a wallop at 8500

With 140 horsepower coming on the pipe, acceleration isn't in short supply.

Cockpit features stark accommodations

All that's necessary for task at hand.

gear shaves vital fractions of seconds off GP lap times, though the search can be a hit-or-miss affair. Some top 500 riders have been known to have their mechanics strip the transmission to change cogs up to 14 times in GP practice.

Whatever ratios end up in the magnesium cases, the gears are hellishly close—the clutch hardly gets engaged before the tacho has rocketed back to 12,300 rpm redline. Yet, the bike no longer wants to aviate when it hits sixth gear, and even as it approaches its 180 mph top speed, the Yamaha feels dead safe.

With such an overwhelming surfeit of power, the OW81 always arrives at the next corner seconds before you'd think possible. My brain struggled to keep pace with the Beast, but always I ended up relying on the Brembo brakes that, along with the Swedish Ohlins shock, Italian Marvic wheels and French Michelin tires, make up the only non-Japanese parts on Sarron's 500.

Sarron is renowned among his fellow half-liter gladiators for being the last of the late brakers—a style that hasn't always won him friends. He's upset Spencer and Lawson by charging past them into turns and slowing them down in midturn. But grab a handful of the twin four-pot Brembos and you'll understand why Sarron's adopted that technique—the effect is only slightly more comfortable than running full-speed into a brick wall, and almost as frightening.

Contrasted against the terror of the

Continued

CONSUMER SERVICE DIVISION

MOTO RACE

P.O. BOX 861 ▪ WILBRAHAM ▪ MASSACHUSETTS 01095

CALL TOLL FREE 800 - 628 - 4040, IN MASSACHUSETTS (413)734-6211 ▪ GET A $3.00 CATALOG FREE WITH ORDER

Continental

TWINS—TUBE TYPE

K112 4.25/85H18	$45.00
K112 120/90H18	45.00
RB2 300S18	35.00
RB2 3.50H18	39.95
RB2 3.50H19	39.95

SUPER TWINS—TUBELESS

TK44 120/90V16	$45.00
TK44 130/90V16	55.50
TK44 130/90V17	54.50
TK44 4.00V18	49.95
TK44 130/90V18	51.50
TK22 100/90V16	42.75
TK22 100/90V18	43.75
TK22 110/90V18	45.75
TK22 3.25V19	45.75
TK22 3.50V19	47.75
TK22 100/90V19	49.95

RAISED WHITE LETTERS

TK44 130/90V16 RWL	$59.95
TK44 130/90V17 RWL	59.95
TK22 120/90V18 RWL	52.99
TK22 350/V19 RWL	54.95

BELSTAFF WEATHERPROOFS	
WAX COTTON PROFESSIONAL	
JACKET	$99.00
TROUSERS	79.00
GAITERS	24.95
OVERMITS	19.95
PROOFING CMPD	4.50
XL500 NYLON PRO	
JACKET	$99.00
TROUSERS	79.00
GAITERS	19.95
OVERMITS	19.95
BELT SLIDE	5.95

DUNLOP

DUNLOP SOFTEST COMPOUND

K391R REAR

150/80V-16TL	$85.00
130/90V-17TL	59.95
120/90V-18TL	57.95
130/80V-18TL	59.95
140/80V-18TL	65.95
110/90V-18TL FR	$49.95
100/90V-19TL FR	49.95

K391FR FRONT

100/90V-16TL	49.95
120/80V-16TL	49.95

STREET COMPOUND

K391S REAR

120/90V-16TL	$59.95
130/90V-16TL	69.95
130/90V-17TL	68.95
120/90V-18TL	63.95
130/80V-18TL	69.95
110/90V-18TL FR	56.95
100/90V-19TL FR	57.95

K391FS FRONT

100/90V-16TL	$58.95
120/80V-16TL	59.95

K391S

DUNLOP K291 REAR

MU85S15 RWL	$97.50
MT90S16	79.95
MT90S16 SWS	85.50
MU90S16 RWL	88.50
MT90S17	75.50
MP85H18	69.95
MP90H18	61.95

K291 TOURING ELITE FRONT

MT90S16 RWL	$75.50
MT90S16 SWS	75.50
MR90S18 RWL	61.25
MM90H19	64.95

PRICES IN EFFECT UNTIL NEXT AD

LAZER

LZ2

DOT APPROVED FOR ROAD, LIGHT WEIGHT, RATCHET SHIELD, FLOW-THRU VENT, TERRYCLOTH LINED. BLACK, WHITE, RED, SILVER, CHARCOAL $74.95

MX

DOT APPROVED FOR ATV OR MX USE. BLACK, WHITE, YELLOW, RED, BLUE, GREEN $69.95

SILVERSTONE GLS WATER REPELLANT LEATHER FULLY LEATHER LINED 99.95

LADY SILVERSTONE GLS 99.95

HIT 2

BLACK LEATHER UPPER, SIDE ZIP, 14" TALL $75.00

PIRELLI

PHANTOM +1 FRONT

120/80V16 TL MT28	$61.95
350V18 TL MT29	52.95
110/90V18 TL MT29	55.95

PHANTOM +1 REAR

120/90V16 TL MT28	$69.95
130/90V16 TL MT28	69.95
120/90V17 TL MT28	66.95
130/90V17 TL MT28	67.95
120/80V18 TL MT28	61.95
120/90V18 TL MT28	61.95
130/80V18 TL MT28	69.95

RADIAL FRONT TUBELESS

120/80VR16 TL MP7	$71.95
100/90VR18 TL MP7	73.95
100/90VR19 TL MP7	74.95

RADIAL REAR TUBELESS

150/80VR16 TL MP7	$91.95
140/80VR17 TL MP7	92.95
130/80VR18 TL MP7	93.95

VISA, MASTERCARD, PERSONAL CHECK ORDERS SHIPPED PROMPTLY ▪ FREE SHIPPING IN FORTY-EIGHT STATES ON PREPAID ORDERS

PLEASE INCLUDE YOUR TELEPHONE NUMBER WITH YOUR MAIL ORDER. IN THE EVENT WE HAVE A QUESTION REGARDING YOUR PURCHASE.

WE TALK TIRES

TIRE CONSULTANTS TO EXPERT & PRO RACERS FOR 15 YRS. ▪ CALL US WITH YOUR QUESTIONS.

VISA MasterCard TeleCheck

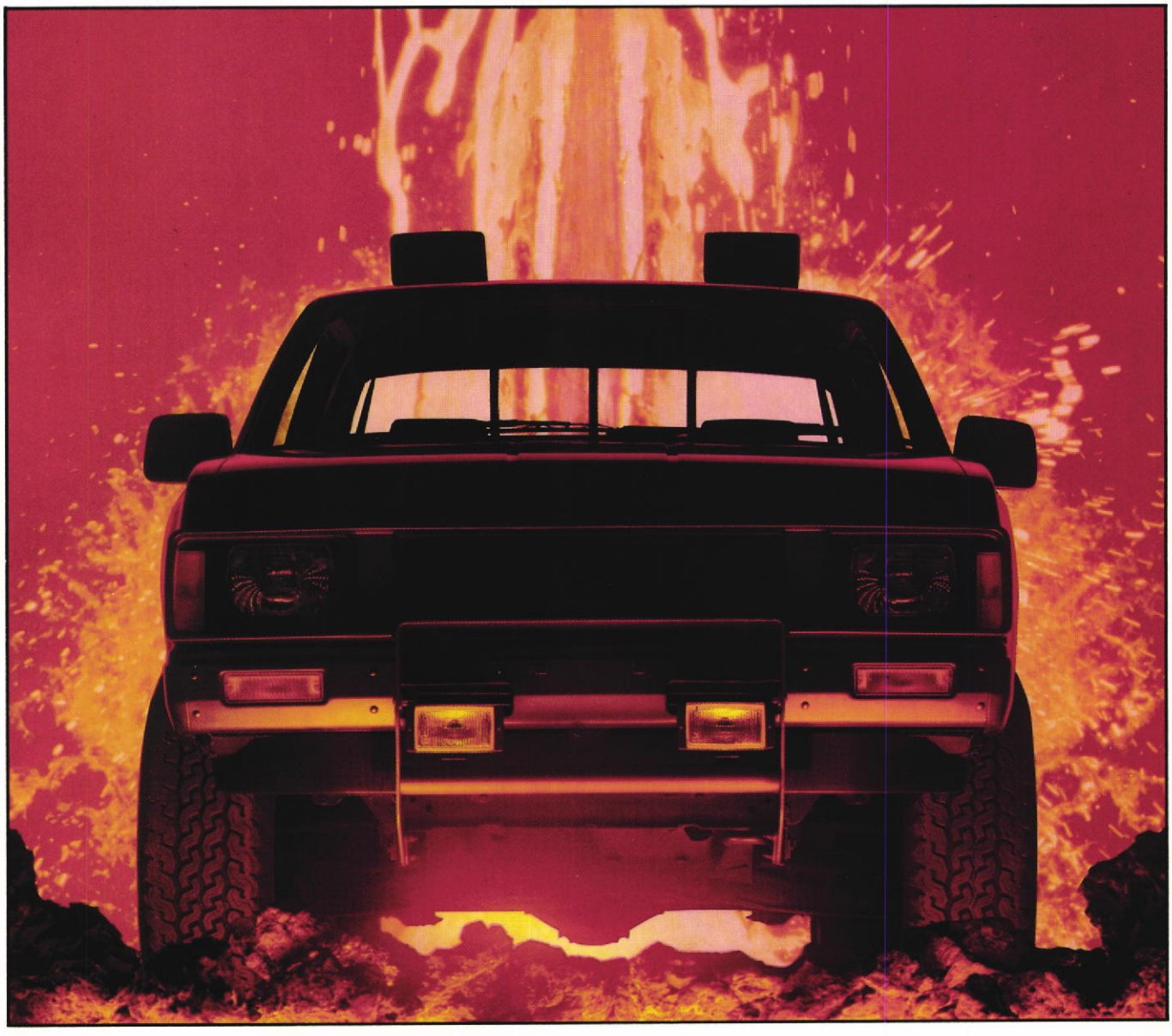
OW's acceleration and braking capabilities, the bike feels positively relaxing in the turns. With a 17-inch wheel up front and an 18-inch at the rear, the chassis has beautifully neutral steering. Just tip into a turn on the super-sticky Michelin radial slicks, ease off the brakes and steer the bike with the merest hint of pressure on the bars; the OW will take you just where you're aiming. Make a mess of it, and the chassis is condescending enough to get you out of trouble. That is, unless you grab a big handful of throttle; then there's no forgiveness. The OW isn't as flickable as the ever-so-twitchy NS500 triple but overall, the Yamaha's steering inspires confidence much more readily. Sarron tried quickening the steering with new triple clamps at the start of last season, but the tactic didn't work.

Exiting a turn isn't quite so simple. With all that power, the OW likes to use all of the track and more coming out of turns. Even on a mere whiff of throttle, the motor churns out enough power to drift the bike wide, and curbs get used as part of the track on every turn. The massively proportioned box-section aluminum-beam frame explains the bike's rigidity—it makes the Golden Gate bridge look underengineered. The substantially braced swingarm is no less impressive, and refuses to flex despite the efforts of 140 horsepower. At the front, the fork has compression and rebound damping adjusters, but surprisingly, no anti-dive.

A nitrogen-charged Ohlins shock controls the rear end, and Sarron can actually change preload while he's aboard by turning an adjuster on the left handlebar. It's a useful gadget for fine tuning the suspension during practice, and has proved a big bonus during races when Sarron can back off preload as the tank empties or if the rear tire goes off. The only problem is actually finding time to let go of the bars to make the adjustment. On a GP 500, you don't get enough time to do anything; traveling at 264 feet per second, you need pretty special reactions to outwit the opposition.

The OW81 is tough on more than just the rider's nerves and reflexes. It wreaks havoc with the sponsors' wallets, too. Running Sarron's OW last season cost a staggering $721,500, which translates to a total of $727 per GP mile. Gauloise cigarettes and French Yamaha importers Sonauto put up 45 percent each with Motul oil pitching in with the last 10 percent. For sure, riding a GP 500 is no cheap thrill. But at least from a rider's point of view, there's something else that's equally certain: You get what you pay for. •

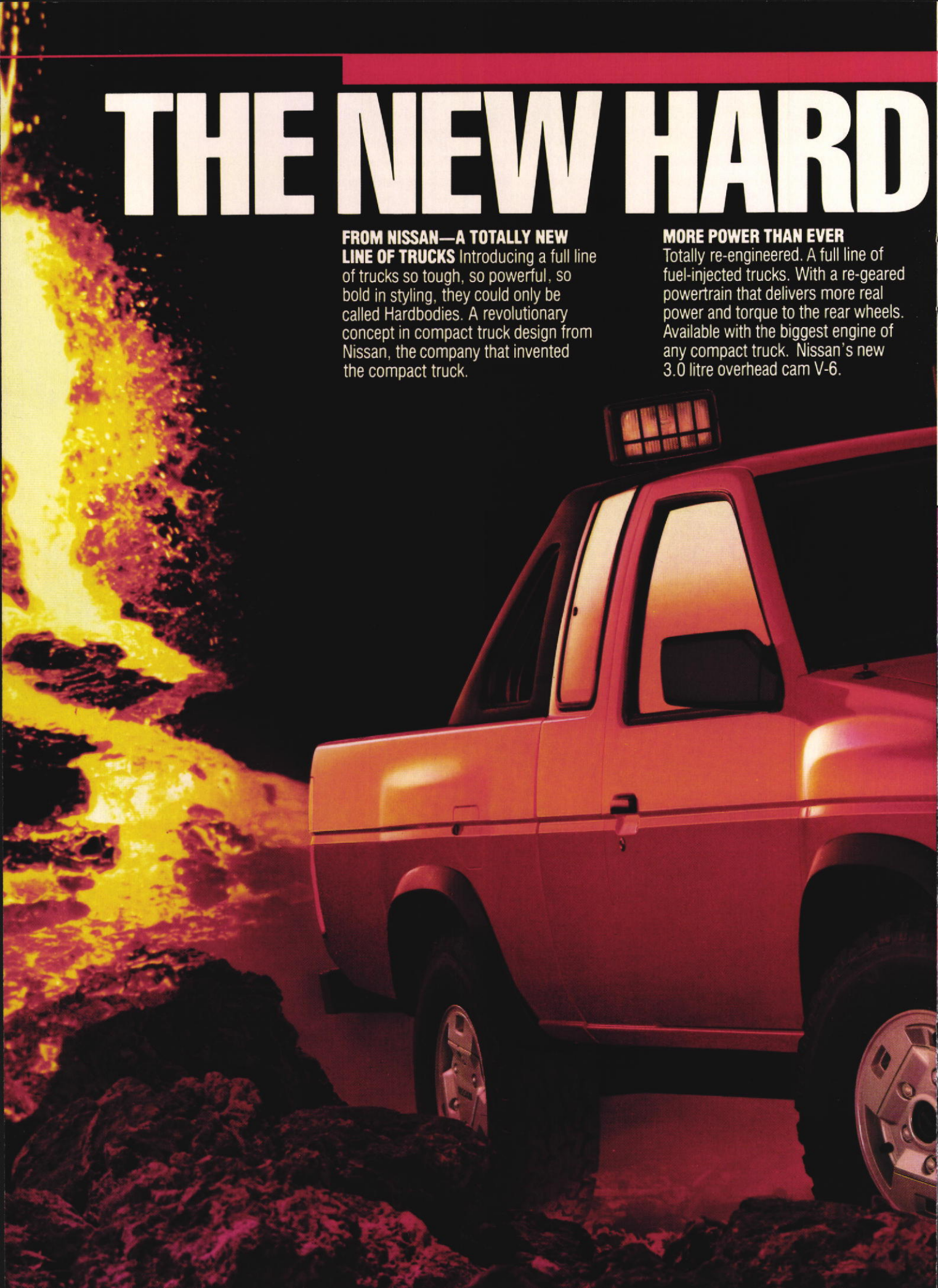
NISSAN
INTRODUCES THE MOST IMPORTANT TRUCK ADVANCE IN 25 YEARS.



THE NEW HARD

FROM NISSAN—A TOTALLY NEW LINE OF TRUCKS Introducing a full line of trucks so tough, so powerful, so bold in styling, they could only be called Hardbodies. A revolutionary concept in compact truck design from Nissan, the company that invented the compact truck.

MORE POWER THAN EVER Totally re-engineered. A full line of fuel-injected trucks. With a re-geared powertrain that delivers more real power and torque to the rear wheels. Available with the biggest engine of any compact truck. Nissan's new 3.0 litre overhead cam V-6.



BODY NISSAN

BIGGER INSIDE Totally re-designed. Nissan created this new truck around its most important payload—you. With the biggest, broadest, roomiest cab in any Nissan.

BIGGER OUTSIDE Totally re-shaped. With hot-rolled steel wrapped around the longest, widest, most aerodynamic truck Nissan's ever built. And the biggest cargo box of all leading standard compact trucks. The Hardbodies. Bold. Taut. Muscular.

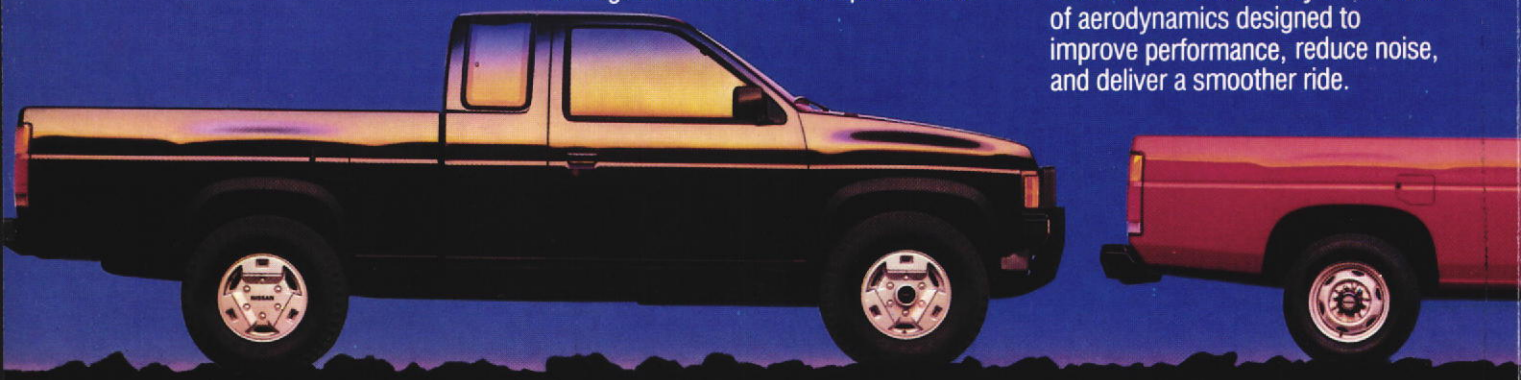
The Nissan SE King Cab® 4X4
Optional light bar, grille and brush guard
shown here not available until April '86.

NISSAN–OUR MOST POWERFUL

EVERY TRUCK FUEL-INJECTED Regular Bed. Long Bed. King Cab® 4X2. 4X4. The whole line fuel-injected for more power and performance. With a new 5-speed manual transmission standard throughout the line.

BIGGEST V-6 IN THE CLASS Workout the biggest engine in any compact truck ever—Nissan's new 3.0 litre overhead cam V-6. With 140 horsepower, no other compact pumps out more power. Or, choose Nissan's twin-spark, hemi-head 2.4 litre NAPS-Z engine. It's got the most power—106 horsepower—and torque of all the leading standard model compact trucks.

NEW FUNCTIONAL AERODYNAMICS Nissan knows that power alone doesn't make a truck great. It takes a truck designed with agility and finesse, too. Witness the new Nissan—the airfoil roofline, raked windshield, sloped hood and flared fenders. They weren't designed to make this Hardbody the sleekest, hottest-looking truck on the street—they're a function of aerodynamics designed to improve performance, reduce noise, and deliver a smoother ride.



Nissan SE King Cab 4X4 in Thunder Black

Standard Regular Bed 4X2 in bright red—Nissan's lowest sticker-priced Hardbody

LINE OF COMPACT TRUCKS EVER

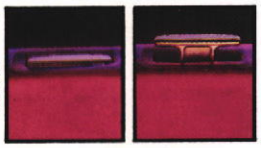
BUILT TOUGHER FROM THE GROUND UP Every Hardbody truck is built around a new, reinforced box-ladder chassis as tough as the steel from which it's cast—a chassis that handles a 1400 lb. payload on all the new E, XE, and SE models. A clean new underbody design—featuring a beefed-up independent front suspension—creates Nissan's best-ever ground clearance. And more galvanized steel is used in its underbody and sheet metal for even more rust resistance.

ONE-TON PAYLOAD For extra-big loads, Nissan's got an extra-big, extra-tough Hardbody—the new Heavy Duty Long Bed. V-6 powered, it's got an 88″ bed and a 2000 lb. payload.

Nissan XE Long Bed 4X4 in Platinum

NISSAN—OUR BIGGEST, WIDEST,

BIGGEST CARGO BOX Double walls of steel shape a cargo box so wide and deep, this new Nissan has the biggest cargo volume of any leading standard compact truck. It's wider, too, between the wheel wells, accommodating a wider track and bigger tires. Incredible attention was paid to even the smallest details. Case in point—the tie-down hooks. They're hidden—set into the cargo-side walls until you pop them out. These patented pop-up hooks are a Nissan exclusive, standard on all SE models.

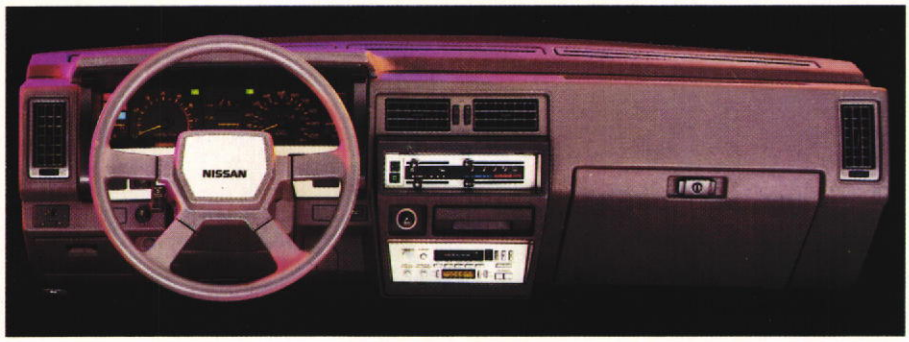


BIGGEST, FATTEST TIRES The biggest, widest (P235/75R15) factory-available tires of any compact truck are standard on the SE 4X4. If the biggest aren't big enough, trick-out the SE with Nissan's optional 31 X 10.5 R15's mounted on new alloy wheels. It's the hot set-up.

BIGGER KING CAB® America's best-selling extended-cab compact truck is now even better—and bigger. With more lockable space behind the buckets—for people or cargo. This new King Cab® introduces hideaway jump seats that fold flush into the side walls—another Nissan exclusive. And, new side windows wrap into the roof for extra visibility.

BIGGEST, ROOMIEST CAB—DESIGNED AROUND YOU Move into Nissan's biggest cab ever. Discover roominess head and shoulders above anything you ever expected in a compact truck. Look through the big side windows and huge windshield—the visibility is Nissan's best ever. New insulation and aerodynamics combine to dramatically reduce interior noise. Ventilation is improved, too. Nissan calls it ergonomics. You'll just call it intelligent. With full instrumentation laid out the way it should be. Easy to read. Easy to reach.

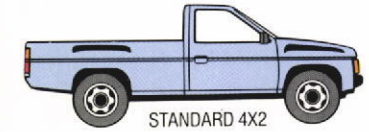
ROOMIEST TRUCKS EVER

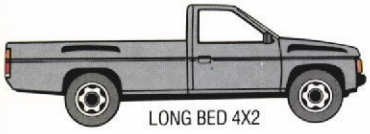


WIDE CHOICE OF OPTIONS There's a Hardbody truck for everybody. Regular Bed. Long Bed. King Cab® 4X2. 4X4. The long list of options includes the only 4-speed overdrive automatic transmission in any compact truck. A big, new air conditioner. A Power Package (available with Sport Package) with power windows and doorlocks, cruise control, variable intermittent wipers, dual electric outside mirrors, and a superb AM/FM stereo cassette 4-speaker system. And the list goes on. Outfit a Hardbody truck any way you want—there will never be an ounce of fat on it.

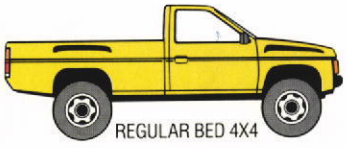
SPEC THE NISSAN HARDBODIES

They're built tougher. Play rougher. Look hotter. They're Hardbodies. There's never been a line of trucks in better condition.


STANDARD 4X2


LONG BED 4X2

KING CAB® 4X2


REGULAR BED 4X4

LONG BED 4X4

KING CAB® 4X4

BELT YOURSELF

NISSAN TRUCKS DIMENSIONS AND WEIGHTS	REGULAR BED	LONG BED	KING CAB®	REGULAR BED	LONG BED	KING CAB®
		4X2			4X4	
Wheelbase (in.)	104.3	116.1	116.1	104.3	116.1	116.1
Length Overall (in.)	174.6	190.0	190.0	174.6	190.0	190.0
Width (in.)	65.0	65.0	65.0	66.5	66.5	66.5
Height (in.)	62.0	62.0	62.0	66.7	66.7	66.7
Track—Front (in.)	54.9	54.9	54.9	56.1	56.1	56.1
Track—Rear (in.)	54.5	54.5	54.5	54.5	54.5	54.5
Headroom—(in.)	39.3	39.3	39.3	39.3	39.3	39.3
Legroom—(in.)	42.2	42.2	42.6	42.2	42.2	42.6
Shoulder Room (in.)	55.3	55.3	55.3	55.3	55.3	55.3
Payload (lb.)[1]	1400[2]	1400	1400	1400	1400	1400
Bed Length (in.)	72.6	88.0	73.4	72.6	88.0	73.4
Bed Width (in.)	59.8	59.8	59.8	59.8	59.8	59.8
(Between Wheel Wells)	41.7	41.7	41.7	41.7	41.7	41.7
Bed Depth (in.)	17.1	17.1	17.1	17.1	17.1	17.1
Transmission (std.)	M5OD[3]	M5OD	M5OD	M5OD	M5OD	M5OD
Transmission (opt.)	A4OD[4]	A4OD	A4OD	N/A	N/A	N/A
NISSAN TRUCK ENGINES	**2.4L I-4**			**3.0L V-6**		
Displacement (cc)	2389			2960		
Horsepower @ rpm	106 @ 4800			140 @ 4800		
Torque (ft. lbs.) @ rpm	137 @ 2400			166 @ 2800		
Induction System	Single Point Fuel-Injection			Single Point Fuel-Injection		

[1]Heavy-Duty Payload Available 2000 lbs. [2]Regular Bed Standard Payload 1000 lbs. [3]Manual 5-Speed Overdrive. [4]Automatic 4-Speed Overdrive.

Nissan trucks are available with a wide choice of trim levels (STD, E, XE, and SE), exterior colors (11—including 3 great new two-tones), and interior colors (4—including a new dark red).

NISSAN NISSAN

THE NAME IS NISSAN

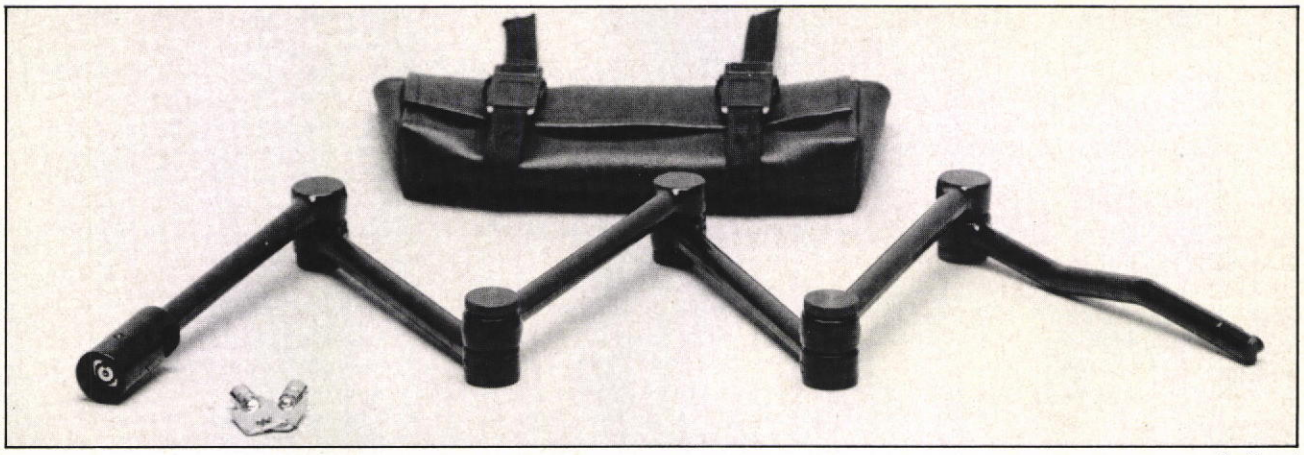
PRODUCT EVALUATION:

Yamaha Cycle-Lok

Alloy-steel security blanket.

• Motorcycle locks tend to fall into one of two categories: effective or convenient. It seems that the convenient locks can fall prey to a skillfully wielded butter knife, and the effective theft deterrents seem to be as easy to carry as an ironing board. With those constraints in mind, Yamaha has come up with its Cycle-Lok, which just might be an effective bridge between those two extremes.

It's also a flexible bridge. The Yamaha lock consists of six pivoting, high-tensile hardened-steel links: four dog-bone-shaped center links, with two additional pieces, one on each end. One of these end links has a pin machined into its end, and the other has a mating socket with a pin-tumbler lock. That design gives the Cycle-Lok almost the same flexibility of a chain, and also allows you to fold the lock up to fit into a small storage pouch. A pair of external straps with quick-release buckles holds the pouch closed. Additionally, the straps are long



PHOTOGRAPHY © 1986 GILBERT LUNA

Continued

Now, for the first time, you can change a tire or replace a tube easily! The revolutionary NRG-SAVER won't scratch, dent or crimp rims, and it avoids pinching tubes.

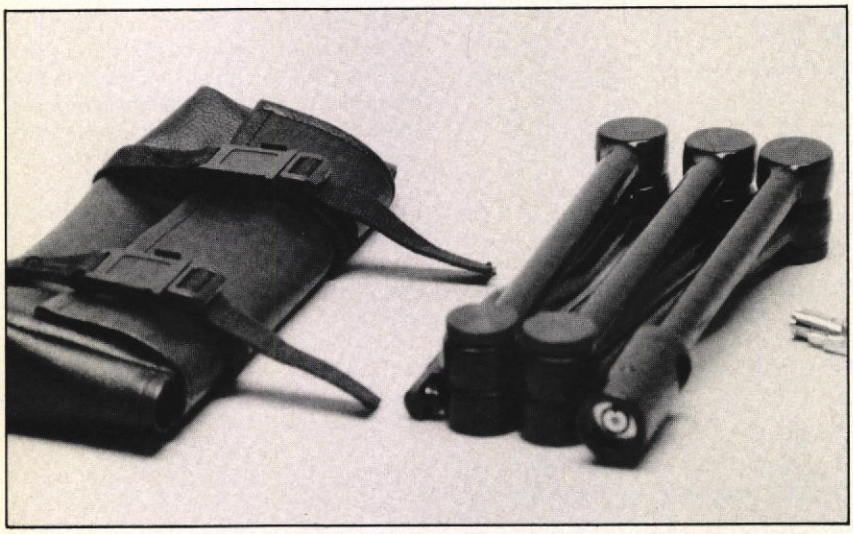
Most importantly—NRG-SAVER breaks the bead and gets the tire back on without breakin' your back! Simple to use, the world-wide patented NRG-SAVER fully adjusts to all street and motocross rims.

The NRG-SAVER kit comes complete with • High-resistance Teflon® hook attached to high-tensile strength steel rod • Teflon®-coated combination tire iron/lever • Teflon®-coated tire iron • Bead breaker/installer (long) • Bead breaker/installer (short) • Carrying pouch • Limited Lifetime Warranty (on main body).

NRG-SAVER... designed to change the way you change tires. Easily. Effortlessly. Quickly!

NRG-SAVER EXCLUSIVELY IMPORTED BY LAZER

To order direct: Send VISA/MC information or money order for $44.95 to NRG-SAVER/Lazer Helmets, Dept. CG; 31139 Via Colinas, Suite 302; Westlake Village, CA 91362. Add $5.00 shipping/handling. California residents add 6½% sales tax. Continental U.S. orders only. DEALER INQUIRIES INVITED.



Yamaha's Cycle-Lok puts effective theft deterrence in an easy-to-carry package

And storage pouch puts convenience and security in the bag.

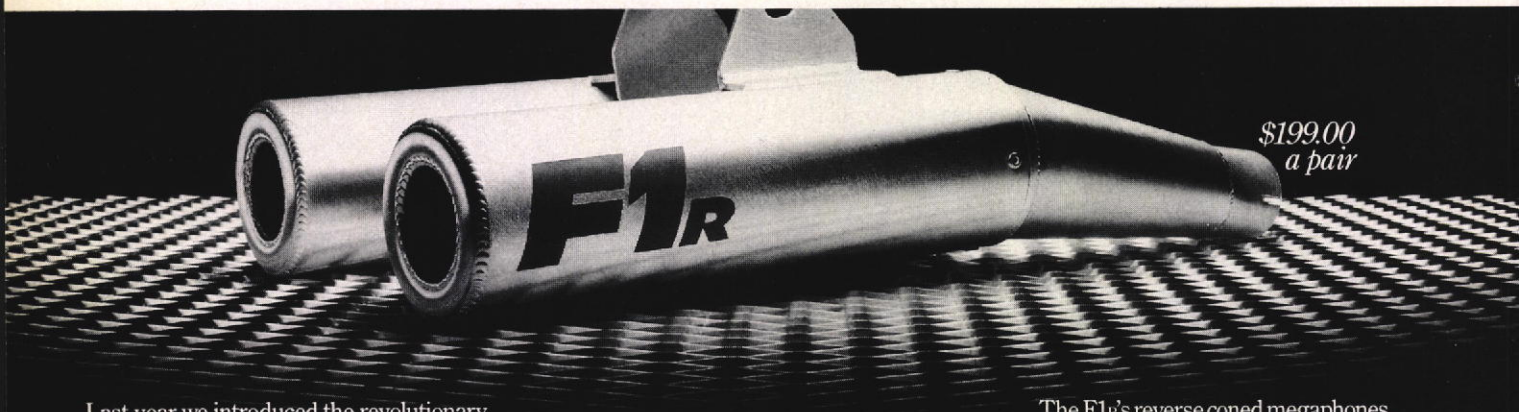
enough to wrap around a passenger grab-strap or a cruiser's sissy-bar, so carrying the lock doesn't require any kind of accessory carrier. And if you don't care for those options, the Cycle-Lok is small enough to fit under the seat or into the tail-section of some motorcycles.

While the lock's diminutive dimensions give it high marks for convenience, there's not much reason to carry it if it won't help convince a thief that he really *doesn't* want your bike. So we checked it to find out how effective a foil the Cycle-Lok can be, first by simply clamping it in a vise to see if we could bend it apart at one of the link pivots: No dice. A pair of 42-inch-long bolt cutters were only slightly more successful; they managed to mar the paint after two people *leaned* on the handles. Finally, we clamped it back in the vise and attacked the lock with a hacksaw and a tungsten-carbide blade. We succeeded in cutting it, but it took almost five minutes to cut through one link. For comparison, under the same conditions a Kryptonite fell to the blade in just under four-and-a-half minutes. Cutting either lock while it was attached to a bike undoubtedly would take longer—it's considerably more awkward to cut without the vise.

The Cycle-Lok can be somewhat awkward in itself, too; its flexibility means it can be somewhat fiddly to put on, and because the links can pivot in both directions, it's possible to put the lock on backwards, so the socket is on the outside and the pin on the inside. But when you consider both the convenience *and* security Yamaha's Cycle-Lok offers, those flaws are easy to forgive. After all, a good motorcycle lock is as hard to find as a portable ironing board.

—Jim Miller

Yamaha Cycle-Lok
Available from: Yamaha dealers nationwide
Suggested retail price: $46.95



Last year, we introduced the revolutionary F1 muffler. This year, nearly everyone is producing a copy of it.

But we're not an easy act to follow. Now we're introducing another revolution. The first *aluminum* street muffler, the F1R.

They weigh just 5½ pounds a set, and allow you to shave up to 15 pounds off a stock system.

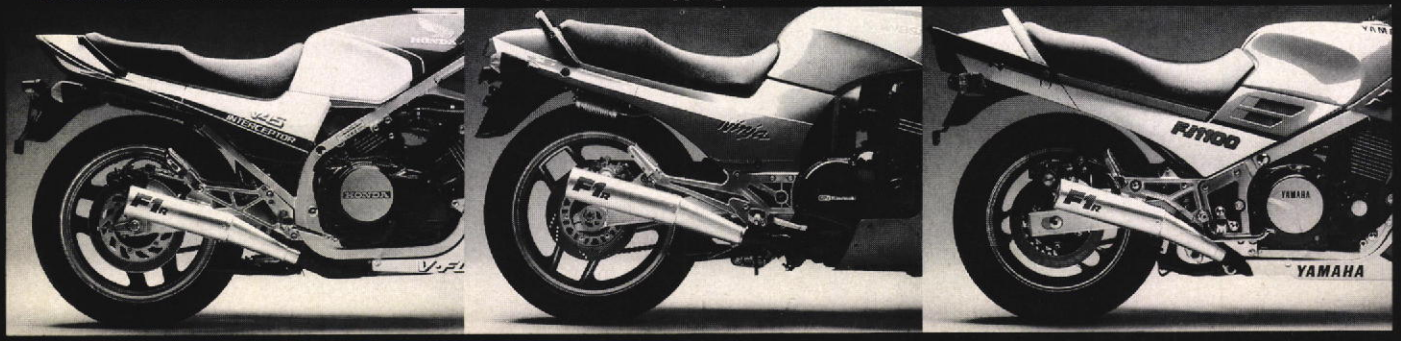
WE'VE GIVEN EVERYBODY THE SLIP. AGAIN.

The F1R's reverse coned megaphones unleash power and speed while giving your machine the growl of a factory superbike.

And, the F1R needs no jetting so it'll slip on your bike in minutes.

F1R's cost $199.00 a pair and are available for all Interceptors, Ninjas, FZ750's and FJ1100's. Follow that one, fellas. **F1**

To order call (714) 779-5318. Or send check for $199.00 plus $5.00 shipping to F1, 4760 E. Bryson, Anaheim, Ca. 92807. We accept M/C and Visa.



$5.00 Could Be Your Ticket To Ride!

Join the **PRO RIDER BENEFIT FUND** in a special **WES COOLEY FUND RAISING RAFFLE** and get your ticket for a chance to ride!

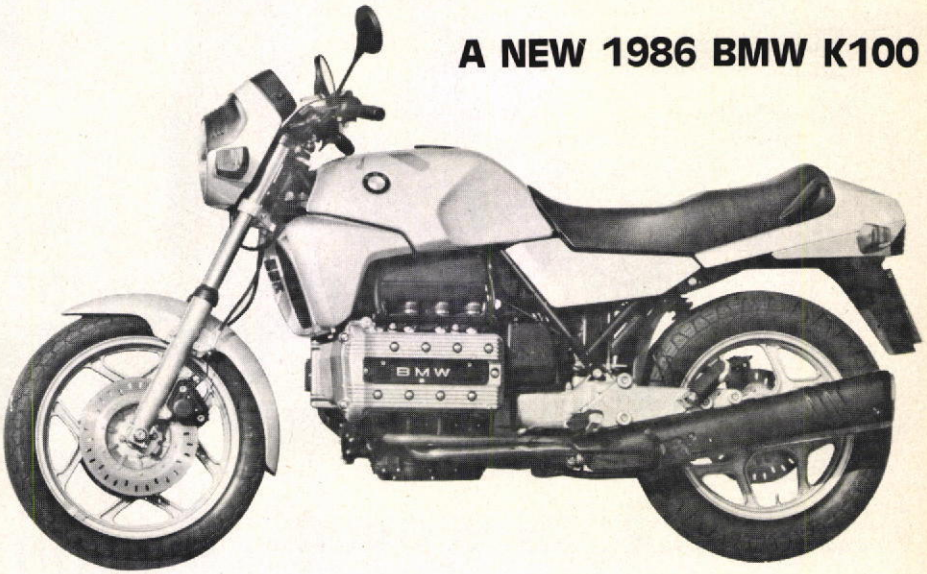
Simply send $5 for each ticket, along with your name and address printed on the coupon below, or on a plain piece of paper. Each ticket you buy will give you a chance on winning the 1986 BMW K100 or one of five sets of tires, or one of 5 top-of-the-line motorcycle helmets or one of 5 exhaust systems.

Remember, you can buy as many tickets as you want. For each $5 received, a special numbered ticket will be sent by return mail.

Winning numbers will be drawn on the April, 1986 edition of **MOTOWORLD**, seen on the **USA Network**, the last Monday of April 1986.

Winners need not watch the show to win and all winners will be notified by registered mail.

A NEW 1986 BMW K100



As most of you know, two-time National Superbike Champion medical bills are prohibitive. To date, with your help, the PRO RIDER BENEFIT FUND has raised in excess of $20,000, but much more is needed. All proceeds from this raffle are tax deductible and will be given directly to Wes. Help out and get your tickets today.

The BMW K100 retails for approximately $6000 and offers riders a truly roadworthy machine. Designed for high speed stability, the K100 combines performance with timeless styling and gives both fuel efficiency as well as optimum power.

AMA
SANCTIONED

SUPER CROSS

DENSO
U-GROOVE SPARK PLUGS

SUZUKI

INSPORT

SUPERCROSS IS BACK IN PONTIAC!

Saturday, April 12th - 7:30 P.M.
Sunday, April 13th - 2:00 P.M.

THE PONTIAC SILVERDOME

Two incredible, wheel-to-wheel Supercross Events!

☆ PONTIAC
☆ DALLAS

SUPERCROSS RACING RETURNS TO DALLAS!

Saturday, April 26th - 8:00 P.M.

TEXAS STADIUM

An unbelievable night

PRODUCT EVALUATION:

Wolf Trap

Building the better mouse strap.

• Thanks to technology, today's motorcycles are radically different from yesterday's. Yet all this technology seems to have bypassed the basic accessories of motorcycling—like bungee cords, for example. But now Wolf Products offers a device which, although no threat to replace the venerable bungee cord, nevertheless provides a different slant on this old reliable accessory.

This alternative is called the Wolf Trap, a 12-inch-square, hand-tied elastic net with six hooks. Compared to a standard bungee, the Wolf Trap's extra surface area and additional hooks mean it can secure a lot of items that a bungee can't hold. Loose or odd-sized cargo—a stack of books, a helmet or a can of oil—can be securely strapped down with the net-like Wolf Trap, which conforms to the shape of the object instead of just crossing over it. As an added bonus, the Wolf Trap's extra mounting hooks and generous surface area make it easier to secure loads to sloping or narrow seats, slippery plastic surfaces and even the outside of a trunk or saddlebag.

The only drawback to the device is minor: When a bungee cord is too long to secure a given item, you can wind the excess around a turnsignal stalk or shock mount until it's the right length. That's not so easy with the Wolf Trap's woven construction, but this is just about the only time when the design detracts from its versatility.

There are plenty of other times, though, when the Wolf Trap is not only a substitute for bungee cords, but a genuine improvement over them. Considering the extra versatility it offers over bungees, the Wolf Trap is worth having for that reason alone. And while it won't make you want to trash all your old faithful bungees, who knows? In time, the Wolf Trap might become one of the basics of motorcycling, too.

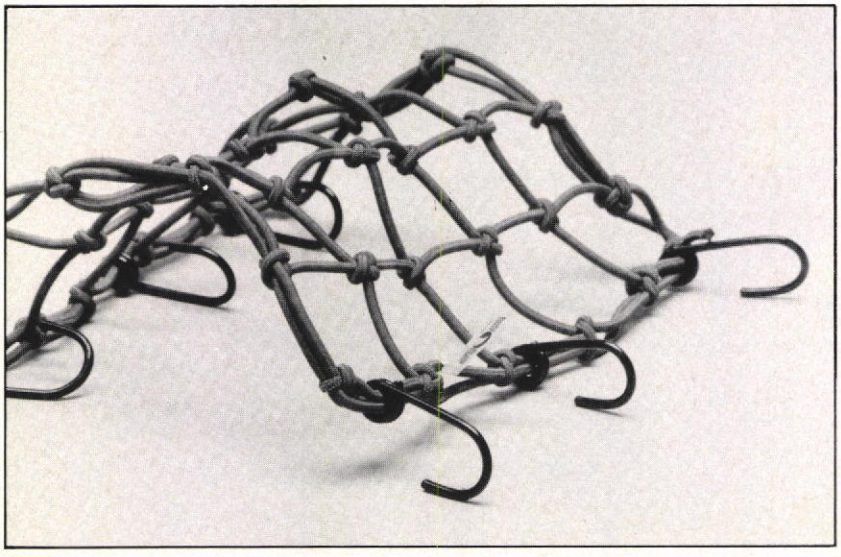
—Jerry Smith

Wolf Products Wolf Trap

Manufacturer: Wolf Products, Dept. CG, 3243 Arlington Ave., Suite 203, Riverside, California 92506

Available colors: Red, blue, black and yellow

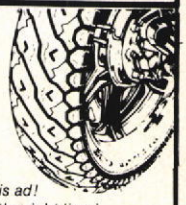
Suggested retail price: $19.95



Elasticized netting conforms to cargo shape, with or without corners

Even with irregular items, the Wolf Trap keeps it covered.

HELMETS
GUARANTEED Lowest Prices:
★ MARUSHIN
★ PORSCHE
★ SHOEI ★ ARAI
★ SIMPSON ★ AGV
★ VETTER ★ BELL
ALL COLORS & SIZES



TIRES
• Dunlop • Michelin
• Pirelli • Bridgestone
• Continental • Metzeler
• Carlisle *LOWEST PRICES*
PLUS 2 FREE Tire Irons
w/purchase when you mention this ad!
Our experts will help you choose the right tires!

PIPES
YOSHIMURA
Superstreet/RR.. $209
Interceptor..... $239
Slip-ons (Ninja, Intcptr., FJ600/1100.... $149 pr
Big Bore Kits, Cams - CALL!
Also: Kerker, Vance/Hines, Bassani, Supertrapp, RC Eng. **Call!**

RUSSELL STEEL BRAIDED BRAKE LINES

Single Disc Front 36.77
Dual Disc Frt-3 line.... 64.77
Dual Disc Frt-5 line... 108.77
Rear-1 line..... 25.77
Hyd. Clutch..... 41.77
Intcpr coolant lines.... 88.77
Mention this add for FREE Dot 5 Brake Fluid w/order!

Smoothbore Carbs
★Mikini ★Kiehin ★29mm ★33mm

Telefix Fork Brace
Precision fit. No shims. Made in Germany. Reg. $75
NOW $61.88

Barnett CLUTCH KITS
Heavy Duty Replacement or Extra Plate Racing Kits-Call!

DYNA Electronics
☐ DYNA III 83.88
☐ 35,000 V Coils 67.88
☐ Racing Plug Wire Kit 14.88
☐ DYNA "S" Ignition 73.88
☐ Rev Limiter 49.88

• Vortex
• Road Warrior
• Stiletto
• All Tracy Products

Wiseco BIG BORES
★ HONDA
★ KAWASA.
★ YAMAHA
★ SUZUKI
CALL!

Chain/Sprocket Kits
Includes Alum. Rear Sprocket; Steel Countershaft; and RK "O" RING CHAIN with 20,000 MI WARRANTY! Stock or Special Gearing. *Our experts will help you select the proper gearing.....* $119

K&N Jetting Kits
Everything you need to turn stock carbs into BIG HORSEPOWER Racing Type Carbs! Available with or w/o filters.
CALL!

FREE CATALOG!!

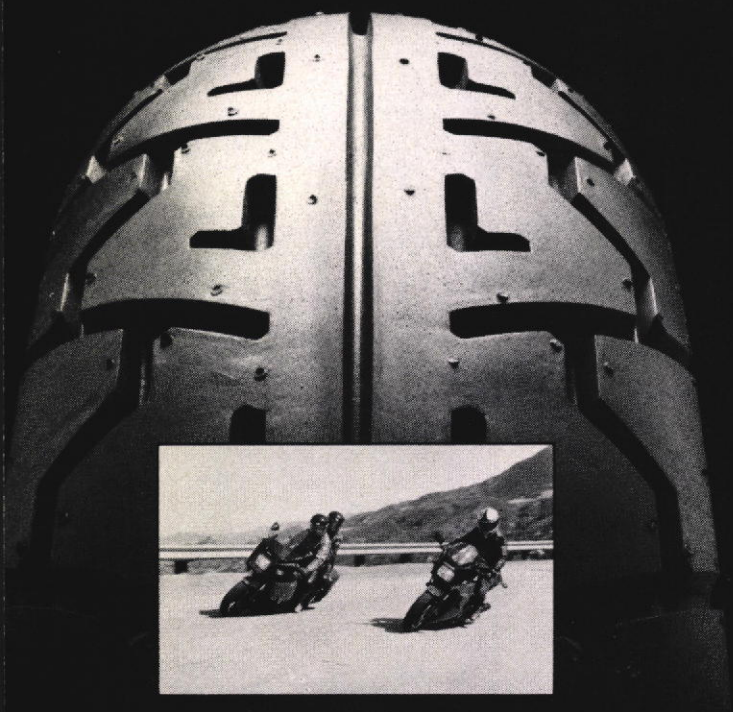
StarCycle
MOTORCYCLE ACCESSORIES, INC.
HOTLINE:
818-999-2811
21505 Sherman Way
Canoga Park, CA 91303

FREE FULL FACE BIEFFE HELMET! w/$300 order + $6 ship/handling $60 VALUE

☐ VISA ☐ M/C
☐ AM EXP ☐ C.O.D.

FAST SHIPPING: 2-Day Air or Next Day Air our Specialty!

GO THE DISTANCE.



Long-Distance Touring—Through the mountains, across the plains, and along the coasts, IRC's DuroTour RS-310 goes the distance. Beautifully. Aggressively. And with the style today's touring enthusiasts demand. *A combination of tread design, low-profile performance, and special rubber compounds add up to superior handling and the ability to put on lots of miles.* As with all IRC tires, more than a dozen quality control inspections ensure you'll get a tire that's made to last. It'll take you where you want to go . . . at a price that won't leave you standing still. The RS-310. Available at better shops nationwide.

AVAILABLE SIZES; FRONT; 100/90 H 16 T/L BW; 120/80 H 16 T/L BW and RWL; 90/90 H 18 T/L BW; 100/90 H 18 T/L BW; 110/90 H 18 T/L BW and RWL; 100/90 H 19 T/L BW and RWL
REAR; 140/90 H 15 T/L RWL; 150/90 H 15 T/L RWL; 120/90 H 16 T/L BW; 130/90 H 16 T/L BW and RWL; 110/90 H 17 T/L BW; 130/90 H 17 T/L BW and RWL; 110/80 H 18 T/L BW; 110/90 H 18 T/L BW; 120/90 H 18 T/L BW; 130/90 H 18 T/L BW and RWL

GO THE DISTANCE FASTER.

Sport Touring—Specifically designed for the hard-charging sport rider, and V-rated up to 150 mph, *the VS-17 is a top-of-the-line low-profile that handles with the cool precision of a surgeon's scalpel.* Its high-grip compound and computerized tread pattern provide superior performance for those demanding situations. Motorcyclist Magazine (November 1985) said "... the IRC's performed very well. They were smooth, competent and predictable, and quietly accomplished everything their riders asked of them." So if you're looking for a tire that can go the distance faster, check out the VS-17. *It's hyper-performance at an affordable price.* Available at better shops nationwide.

AVAILABLE SIZES; FRONT; 120/80 V 16 T/L; 100/90 V19 T/L;
REAR; 120/80 V 16 T/L; 130/90 V 16 T/L; 130/80 V 17 T/L; 120/80 V 18 T/L; 130/80 V 18 T/L

T/L—Tubeless
BW—Blackwall RWL—Raised White Letters

IRC
A DIVISION OF INOAC
TURNING HI-TECH IDEAS INTO REALITY

14111 Kingsley Drive, Gardena, CA 90249
Inoue Kasei International, Ltd.
3-11, Sakae 5-Chome, Naka-ku, Nagoya 460, Japan

RIDING IMPRESSION

Kawasaki Triples

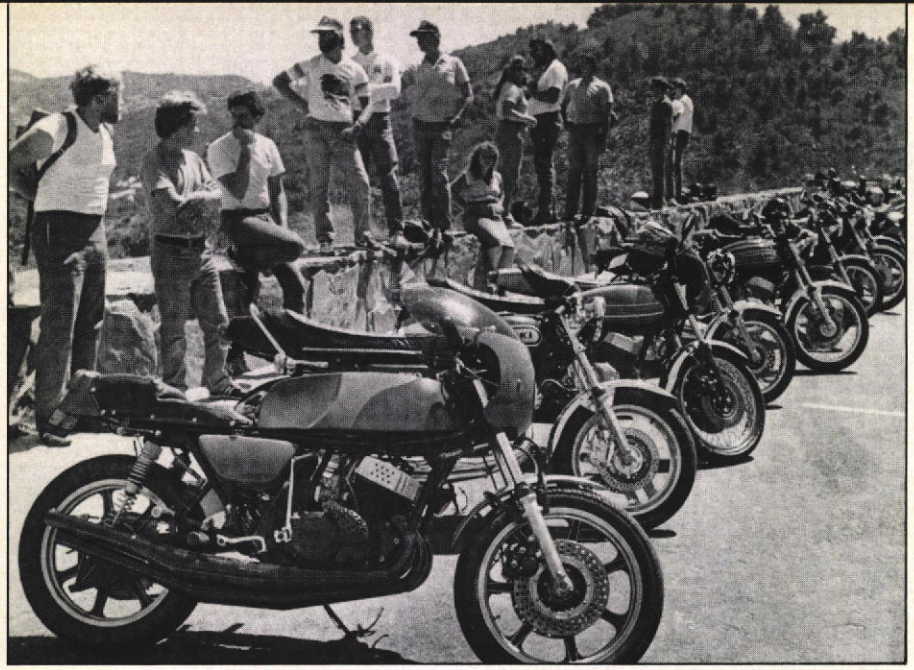
Three's company.

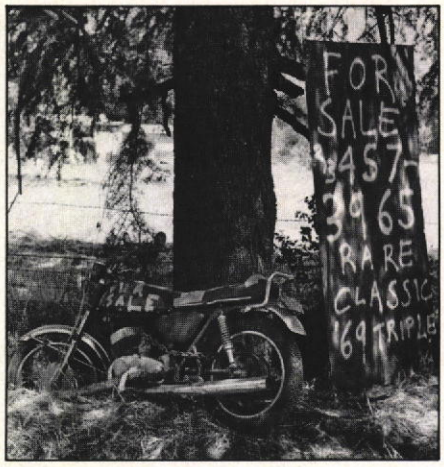
If you're old enough to remember Snuf'R'Nots, four-leading-shoe front brakes and the blonde in the Norton ads, you just might remember when the Kawasaki Mach III burst on the motorcycling scene in a cloud of blue smoke in 1969. In a big-bore field dominated by heavy four-strokes, the lightweight, lightning-quick 500cc two-stroke quickly earned a reputation as a giant-killer. But there was a dark side to that reputation, as well, a side that grew in the telling during the bench-racing sessions of my motorcycling youth.

At speed the Mach III cornered like a drunk on roller skates, or so popular wisdom stated, and the wheelie-prone triple tolerated no foolishness with the throttle: The instant the peaky engine hit its powerband—and it hit *hard*—the next thing you saw was the gas cap, jammed against your nose. Due in part to such tales, Kawasaki triples eventually became near-legends before finally succumbing to tightening emission-control regulations.

For those more interested in fact than legend, however, there are plenty of Kawasaki triples still running today, cared for by a coterie of loyal owners and enthusiasts. Fran Golden and Russ Miller are two such men, and both own more than one triple. In fact Golden, president of the Kawasaki Triples Club, goes beyond mere whim in his attachment to Kawasaki triples: He not only holds pink slips on 45 parts bikes, but eight runners, too, including a mint 1974 500cc H1.

Although a two-stroke and a sworn enemy of the EPA, Golden's '74 500 could easily pass for one of today's civilized, socially responsible motorcycles. Against my expectations, the three-cylinder engine starts easily and idles steadily, produces plenty of low-end torque and a smooth flow of acceleration in each gear. In addition, the '74 shows no inclination to buck me off in corners. Instead, the Kawasaki's steering is light and reassuring, and wouldn't be out of place on a modern bike. I parked Golden's '74 500, trying to remember how Kawasaki triples had earned their raffish reputation.





1969 500 was the most brutish of the bunch

Best kept on a close tether—or chain.

A ride on Russ Miller's 500 vividly reminded me. His 1969 Blue Streak still has good low-end power, but when the engine comes on the ports, it erupts into a frenzy of vibration, emits a blood-curdling *whoooop* and seems to double its horsepower in the span of 100 rpm. The '69's chassis lives up to its reputation, too, with a positively scary ride, courtesy of oversprung and underdamped suspension and a pair of drum brakes whose sole function seems to be to keep rain off the axles. Whenever anyone says, "They don't make 'em like they used to," it's because of bikes like this that I say, "Thank goodness."

I'm not so thankful that they don't make 750cc triples anymore, though, after a ride on Miller's 1972 H2. Most collectors of triples favor the 1972 750, and it's easy to see why—the bikes has all the earmarks of becoming a good, if not great, motorcycle. The only undesirable trait it inherits from its rowdy ancestor is vibration; when the engine reaches the upper rev range, the handlebars begin to buzz like the business end of an atomic jackhammer. Nevertheless, the 750cc three-cylinder engine packs the smooth power transition of Golden's '74 500 *and* the ferocious top-end rush of Miller's Blue Streak.

And not only does its engine combine the best of both the early and later generations of triples, its chassis shows the early signs of at least this member of the

Continued

MEGA STYLE

We've just put the "MEGA" into "STYLE" with our new RCM™ Reverse Cone Megaphone slip-on exhaust systems.
Hand formed for a custom fit, DG RCM™ slip-ons look great and are hand polished to a mirror finish for that "MEGASTYLE" look!.

MEGAHORSEPOWER

DG RCM™'s are true reverse cone megaphone exhaust systems. Made from heli-arc welded aircraft quality 6061-T6 aluminum alloy, DG RCM™'s add up to 20% "MEGAHORSEPOWER"!

AVAILABLE FOR:

HONDA		**KAWASAKI**	
All Interceptors	$199.95	All Ninjas	$199.95
YAMAHA		GPZ1100	$199.95
FJ600	$199.95	**SUZUKI**	
FJ1100*	$229.95	GSX-R750	$199.95
FJ1200*	$229.95	GSX-R1100	$199.95
FZ600*	$229.95	*Includes steel collector for mounting ease.	
FZX700*	$229.95		
FZ750*	$229.95		

TO ORDER, see your local dealer, or mail to DG. Specify make, model and year of bike products and price (CA. res. add 6% sales tax). COD, cash, cashiers check, money order or MC/VISA acceptable. Freight collect. Dealer and distributor inquiries invited. DG Performance Specialties Inc., 1230 La Loma, Anaheim, CA 92806.

1-800-854-9134 TOLL FREE
(Outside CA only)
Inside Calif. dial 1-714-630-5471.

DG PERFORMANCE
The Power House

To Fram, high performance means "longer" not "faster."

Longer engine life is the main reason to buy a premium oil filter.

In-town cruising means your engine runs its hottest

Unless you race your motorcycle competitively, it will never run hotter than when you cruise through town on a warm day. Stoplight to stoplight, your engine gets hotter and hotter. Clearances get tight and excessive wear can occur if your oil isn't cleaned by a new motorcycle oil filter.

Fram features make the difference

The new Fram motorcycle oil filter puts an end to the myth that all oil filters are the same. A close look provides the difference. Fram uses one of the finest filter media available to catch and trap any microscopic bits of dirt, debris and wear metals before they damage your engine. This insures that your oil will stay its cleanest, stoplight after stoplight.

Fram: a familiar name in filtration

Fram is world-renowned as the most trusted name in oil filtration. The next time you change your oil, ask your motorcycle dealer or retailer for the bright orange box. And tell him you don't mind paying a little now instead of a lot later. He'll understand.

FRAM Bendix Autolite

Allied Manufactures Fram, Bendix and Autolite Quality Parts

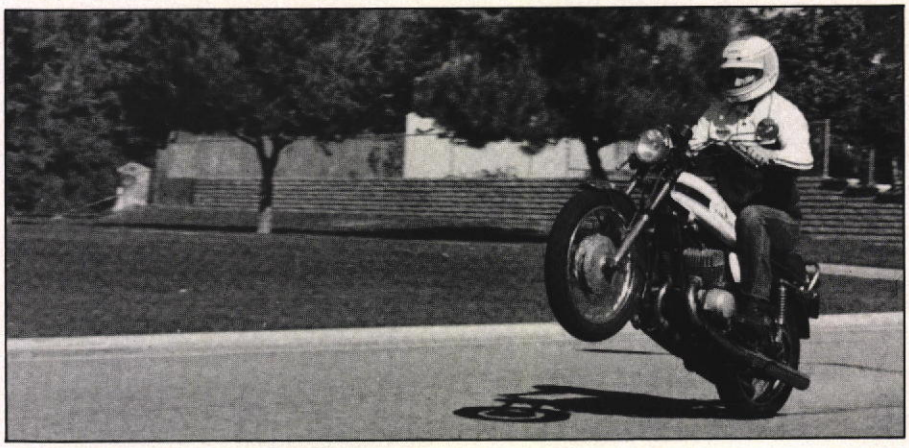
Allied Aftermarket Division
105 Pawtucket Avenue
East Providence, RI 02916

ALLIED

triple family maturing from juvenile delinquent to responsible citizen. There's real damping in the fork and shocks now, and a pair of powerful disc brakes up front. In addition, the H2's spacious seat and wide handlebar invite daylong rides, not just quarter-mile sprints. My overriding impression of the '72 H2 is that it seems caught in the midst of shedding its narrow crotch-rocket status for that of a genuine all-purpose motorcycle.

More than anything it's this evidence of the H2's coming-of-age, cut short by the EPA's intervention, that makes Kawasaki triple enthusiasts sorry the bikes didn't survive into the 1980s. Knowing how good two-stroke road bikes can be—as evidenced by motorcycles like Honda's NS400 and Suzuki's RG500 Gamma—enthusiasts say it's anybody's guess how good Kawasaki triples might have been today had the company continued to develop them. Kawasaki threes will always have a place—although in some instances an undeserved place—in the motorcycling legends of yesterday. But if they had survived into the 1980s and evolved to stand alongside bikes like the NS and RG—what a place they might have had in the motorcycle legends of *today*.

—Jerry Smith

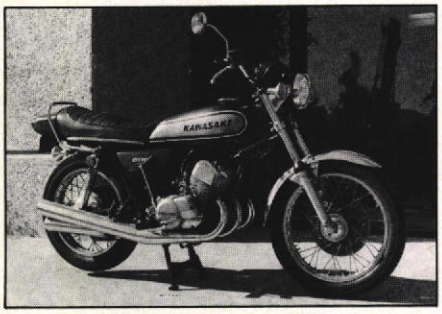


First triples established the reputation

With wheelie hard acceleration.

Later 750 combined the best of both worlds

Docile manners, streetfighter's punch.



By 1972 Kawasaki had smoothed the edges

And lost something in the transition.

ONLY BAGMAN COULD DO IT!
Bringing You Tomorrow's Accessories Today

And BagMan **has** *done it! New for 1986, BagMan Hi-Tech Saddlebags and Tank Bag. Designed to compliment today's high-tech motorcycles and paint jobs, the luggage combines the features and benefits of hard and soft luggage into a single unit — the features, benefits and high quality you expect from BagMan.*

BagMan Hi-Tech Saddlebags — *Constructed of 1000 denier Cordura and double urethane-coated to keep out moisture, this lightweight saddlebag features durable ABS inner and outer shells to protect your gear. The saddlebag is expandable from 18 to 27 liters, and an all-new mounting system lets you remove one bag at a time.*

BagMan Hi-Tech Tank Bag — *This tank bag is loaded. A hard ABS bottom helps it retain its shape. An innovative suction cup mounting system makes the bag easy to remove and your gas tank easy to access. The tank bag also comes with a removable map case and multiple storage compartments. And it expands from 14 to 18 liters!*

See the new BagMan Hi-Tech Saddlebags and Tank Bag today. BagMan. Bringing you tomorrow's accessories today.

BAGMAN

A Division of Bell Sports, Inc., by Vetter

To order Vetter products consumer direct, write Vetter Products, Route 136 East, Rantoul, IL 61866.

THIS OFFER WILL GIVE YOU A HEAD START ON CYCLE SAFETY.

Dairyland Insurance doesn't think you should have to go through the school of hard knocks to learn about cycle safety.

And that's why we're offering you a great deal that will protect the heads of your family.

They're the Sentry helmets. They're stylish. Comfortable. And manufactured with Lexan® resin for extra impact resistance, rigidity and durability.

The adult helmet costs just $39.95; the youth helmet $19.95. Comparable helmets may sell for more than twice as much. And to get them, all you have to do is see one of the more than 30,000 Independent Agents who offer Dairyland Motorcycle Insurance.

Dairyland also has good rates for good riders. A Four Seasons Plan that gives you year 'round coverage for no more than 8 to 10 months' premium, depending on where you live. Renewal discounts up to 25%. And a Preferred Cycle Program that offers Dairyland's best rates to the best riders.

So see one of Dairyland's Independent Agents now. He has an offer you'll really get your head into.

Dairyland Insurance

MOTORCYCLE INSURANCE. GOOD RATES FOR GOOD RIDERS.

In Texas, available through Dairyland County Mutual Insurance Company. In Connecticut, available through Patriot General Insurance Company. Not available in AK, DC, DE, HI, MA, MI, NC, NH, NJ, NY, PA, RI, SC.

WHEN IT COMES TO T
WE'RE MILES AHEAD

When it comes to touring machinery, the new Gold Wing™ Aspencade® SE-i is the most technologically advanced motorcycle on the road today.

And it should be. We've been leading the way, writing the rules of the road for over a decade.

The Aspencade SE-i has the legendary 1182cc horizontally-opposed, liquid-cooled, four-cylinder powerplant—an engine known for its extremely smooth power band and excellent roll-on acceleration.

YEARS AHEAD IN TECHNOLOGY.

The Aspencade SE-i comes complete with a computerized brain that can open up a range of opportunity for rider and passenger.

The SE-i's computer monitors the engine's fuel injection system for precise fuel delivery. It senses throttle position, intake vacuum, atmospheric pressure and temperature, then instantly adjusts the fuel mixture for optimum combustion and performance.

The computerized cruise control is sensitive enough to adjust for hills, wind and vehicle weight. And so precise you can increase or decrease speed in one mile per hour increments.

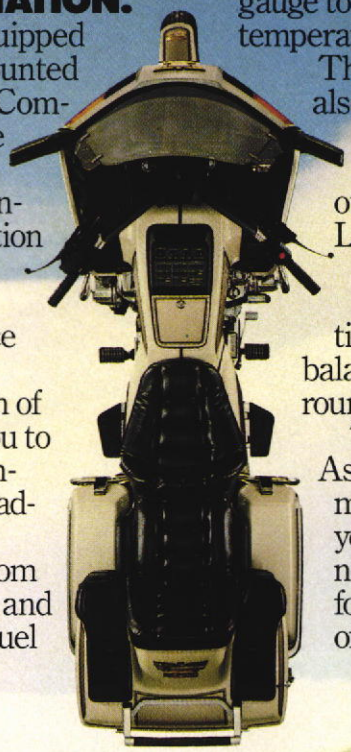
The SE-i also brings the touring rider advancements like Auto Leveling Rear Suspension (ALRS), which locks into the SE-i's ride height, and automatically activates the on-board air compressor to adjust the rear suspension when it detects different load levels. Or you can touch a button to increase or decrease the front or rear suspension air pressure manually.

OURING TECHNOLOGY, OF THE COMPETITION.

ELECTRONIC INSTRUMENTATION.

The SE-i is equipped with a console mounted Electronic Travel Computer. This unique LCD display monitors fuel quantity and consumption rates, plus trip time, average speed and distance traveled.

A simple touch of a button allows you to switch the tachometer to a digital read-out, change the speedometer from MPH to KPH and switch the fuel and coolant temperature gauge to oil pressure and oil temperature read-outs.



The Aspencade SE-i also retains many of the advanced features found on other Gold Wings. Like the **Panasonic**®† Type III stereo system*, with the addition of a joystick to balance the four surrounding speakers.

The Gold Wing Aspencade SE-i. The motorcycle that's years ahead in technology and rider comfort. And miles ahead of the competition.

RIDE LIKE A PRO.

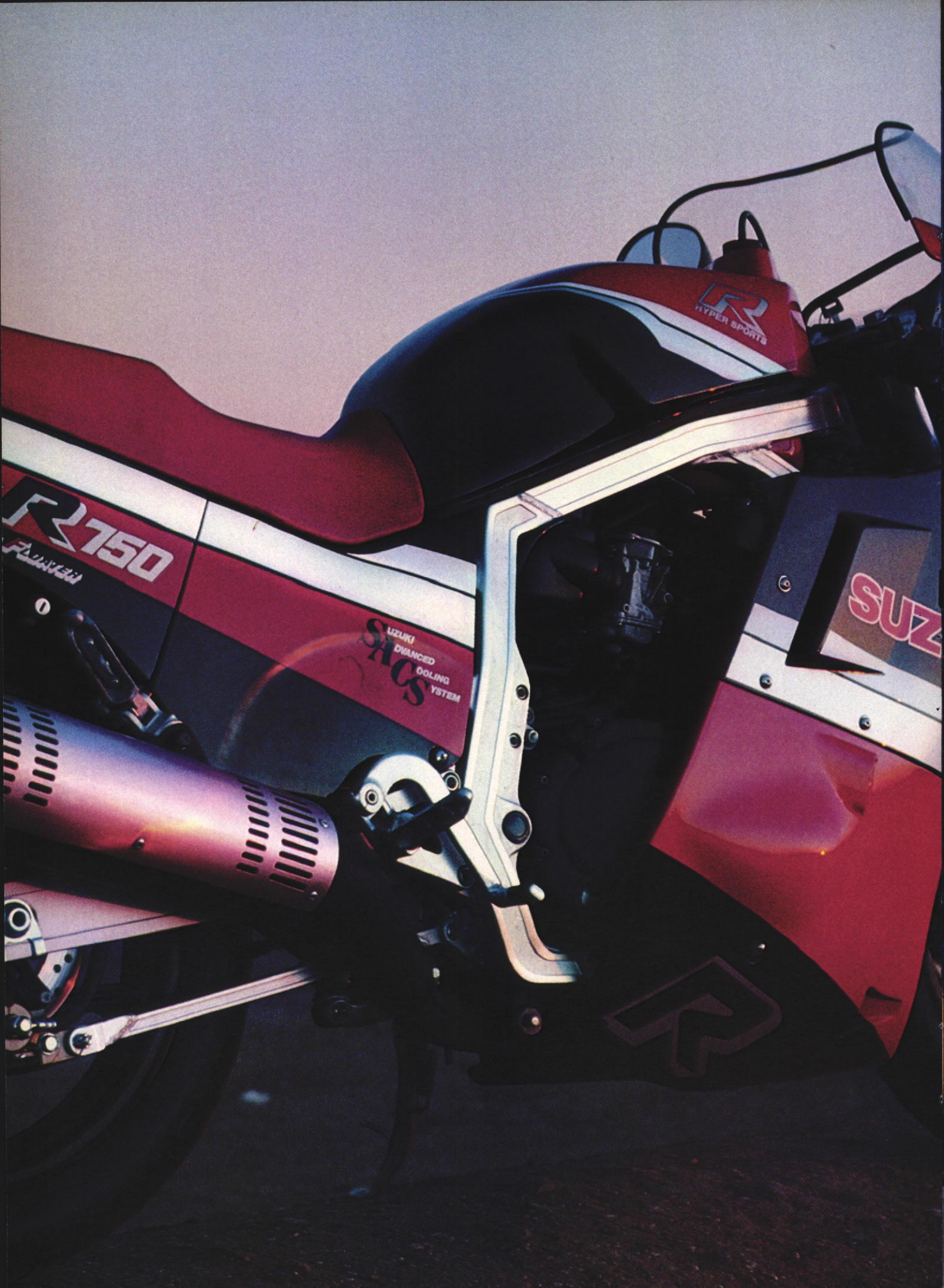
That means using your head. And riding safely.

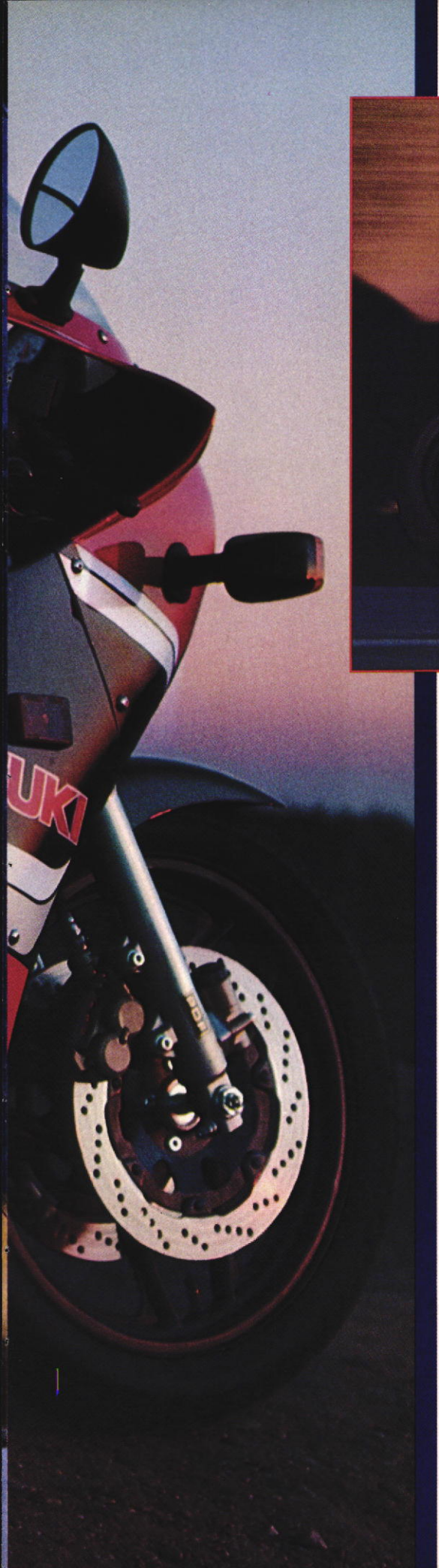
Always wear a helmet and eye protection. Read your owner's manual carefully. Maintain your machine in safe running condition. Follow the rules of the road and always use common sense. Never drink and ride. Always ride at a safe speed. If you're riding a new or unfamiliar machine, take it extra easy.

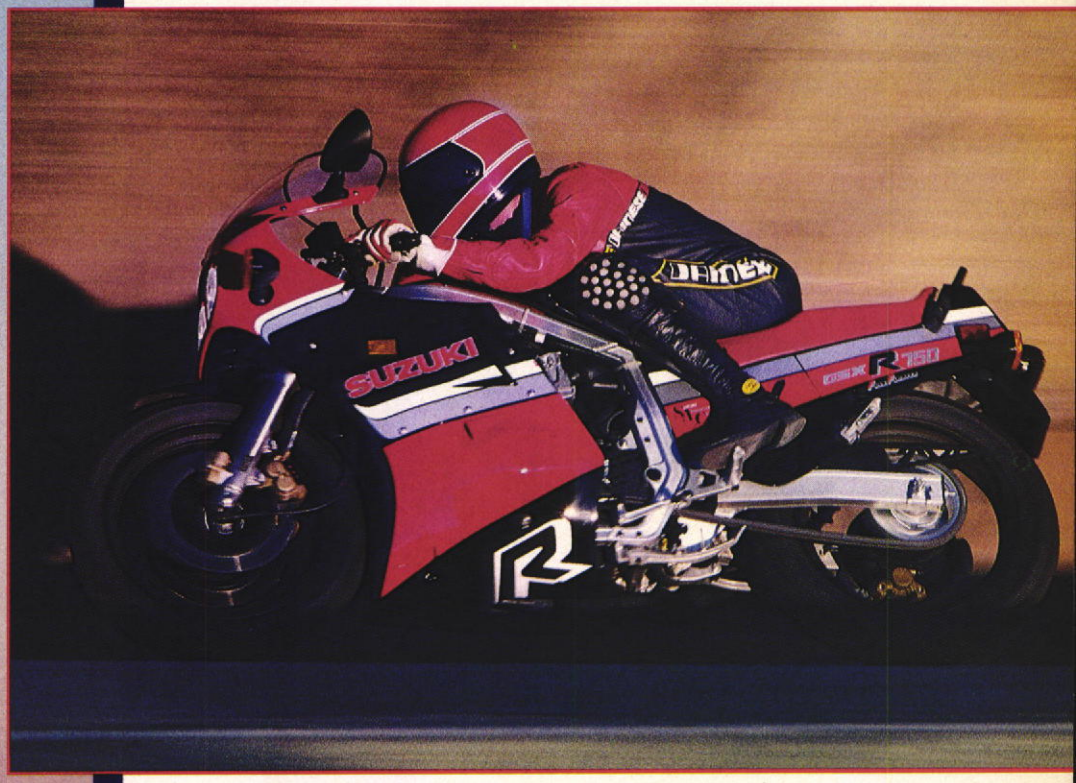
Doing the right things makes riding a lot safer. And more fun.

HONDA MOTORCYCLES
FOLLOW THE LEADER

The Aspencade has a 24-month unlimited mileage warranty. See your local Honda dealer for complete details. Specifications and availability subject to change without notice. †Panasonic is a registered trademark of Matsushita Electric Industrial Co., Ltd. *12-month unlimited warranty. California version differs slightly due to emissions equipment. Aspencade® and Gold Wing™ are Honda trademarks. For a free brochure, see your Honda dealer. Or write: American Honda, Dept. 196, P.O. Box 7055, No. Hollywood, CA 91609-7055. © 1986 American Honda Motor Co., Inc. (3/86)


R
HYPER SPORTS
R750
SUZUKI
ADVANCED
COOLING
SYSTEM
SACS
SUZ





Suzuki GSX-R750

The sportbike of your dreams is ready; are you?

BY MARC COOK

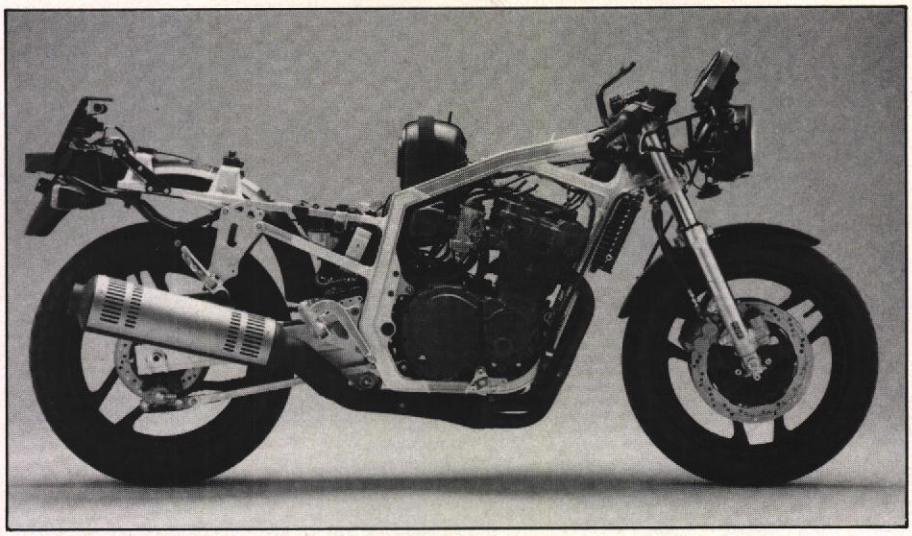
Suzuki isn't designing sportbikes the way it used to. While most manufacturers create new hardware behind closed doors, Suzuki is performing its R&D right out in the broad daylight of a racetrack paddock. We've already tested one of the products of Suzuki's open-air efforts, too, with the RG500 Gamma. The RG's similarities to its Grand Prix racing progenitor are more than skin deep, because many of the Gamma's critical dimensions are similar to the racebike's—even to the point that some parts purportedly will interchange with the racebike's. Alongside the RG, Suzuki introduced the GSX-R750—something of a four-stroke equivalent to the Gamma, but based on the company's GS1000R endurance racer. And although the Gamma probably will never darken the doors of U.S. dealers, Suzuki announced that the 750 would, indeed, come to America for '86.

The GSX-R's time has come, and American riders can experience Suzuki's four-stroke racebike conversion. With the 750, Suzuki has unleashed the most faithful racetrack fugitive ever to scratch asphalt here. And one look at the GSX drives home that impression like a 10-pound sledgehammer: The R's full fairing, aluminum frame, racer-crouch riding position and four-into-one exhaust all fairly exude track influence. And like its RG500 cousin, the GSX-R's racing heritage runs deeper than mere cosmetics: Frame design, dimensions and fairing all have been virtually lifted from the GS1000R endurance racer. What's more, the 750 carries many of the racebike's attributes with it—light weight, stable handling and big-time horsepower numbers—as well as its purpose-built focus.

Continued

PHOTOGRAPHY © 1986 DAVID DEWHURST

And a quick trip around the tachometer betrays the GSX-R's racer origins: Below 7500 rpm, the engine feels slightly unwilling and underpowered, but wind the tach needle up past the 7500-rpm mark, and the 749.6cc engine fairly comes alive, clawing its way rapidly to the 11,000-rpm redline. The Suzuki mirrors its racer heritage in another way, too, with a close-ratio six-speed gearbox coupled with fairly tall overall gearing. The gearing conspires with the bike's lackluster low-end and midrange at the dragstrip, too, which helps explain the GSX-R's 11.566-second/116.42-mph quarter-mile. That's noticeably behind the Yamaha FZ750's 11.383-second/118.26-mph jaunt, but still well up on Suzuki's last three-quarter-liter pavement-scratcher, the GS750ED, which managed only an 11.893/112.92 run.



GSX-R750's chassis makes few concessions for day-to-day living

High, rear-set pegs and clip-ons come hot off the racer.

Suzuki urged that style of power from the bike's GS750-based motor with fairly conventional tuning techniques. To begin with, the combustion chambers were opened up by using a larger bore (70.0mm compared to 67.0 for the GS750), which made room for 1mm-larger (21mm) intake and 3mm-larger (18mm) exhaust valves. A quartet of 31mm Mikuni constant-vacuum flat-slide carbs, fed by a giant 8-liter airbox, augment the GSX-R's free-breathing potential. In addition, the R's larger bore is combined with a shorter stroke (48.7mm vs. 53.0mm), which lowers piston speed compared to the GS750. Together with lighter pistons, connecting rods and crankshaft, the shorter stroke allows the GSX rev to 11,000-rpm, 1000 rpm higher than the GS. In addition, lightening the GSX-R's reciprocating components created a snowball effect, so items like main bearings and connecting-rod bolts could also be smaller, and thus lighter. In total, Suzuki's engineers took serious—and costly, when you consider the R's magnesium camshaft cover—steps to shave weight from the GSX-R's powerplant.

Suzuki claims the same concern for low engine weight came into play while developing the GSX-R cooling system. The firm felt that air-cooling alone couldn't handle the heat produced by an engine tuned for the R's claimed 100 horsepower, and liquid-cooling was ruled out because the engineers felt it would exact a weight penalty. Suzuki finally settled on the GSX-R's unusual air/oil-cooling system. This solution uses two oiling systems—one primarily for lubrication, the other mainly for cooling—mated to an oversize oil-cooler mounted on the GSX's front downtubes. In the 750, one of its twin oiling systems lubricates the engine and transmission, and through a series of jets, cools the undersides of the pistons with streams of oil—much like the oiling system on Suzuki's XN85 Turbo. The second branch—which circulates a greater volume of oil than the first—bathes the area around the combustion chambers. Suzuki claims that the system not only dissipates the heat generated by the R's motor, but it also helps it post a 33-pound weight savings over the GS750 engine.

For the GSX-R's chassis the firm stayed on the light-is-right track. Unlike the new cooling system, though, Suzuki based the 750's chassis on an existing design—that of the GS1000R endurance racer. In fact, the frame shares more than just concept with the GS racer; the GSX-R's 26.0 degree steering head angle, 18-inch wheels and short, 57-inch wheelbase all reflect the racer's influence. Continuing that theme, the GSX-R's frame duplicates the racebike's configuration, although the streetbike uses box-section tubing connecting castings at the steering head and the swingarm pivot, instead of the racer's all-tubing construction.

While the GSX-R's frame was in large part lifted from the racer's, the 750's rear suspension came off a clean sheet of paper. Instead of previous street-going Full-Floaters' strut-and-rocker-arm arrangement, which compressed the shock at both ends, the GSX's shock uses a fixed upper mount, with the lower mount connected to a bell-crank via an eccentric cam. Suzuki says the new setup not only saves weight by using fewer parts than past Full-Floaters, but it also lowers the center of gravity, by lowering the shock in the frame and placing the linkage under the swingarm. Further, the relentless search for extraneous ounces led the designers to replace the GS750-style remote preload adjuster with motocross-type locking rings, so adjusting rear preload requires a spanner—or a punch and hammer.

Suzuki used some of the weight savings from the rear suspension to give the GSX-R's fork stout 41mm stanchion tubes, up from 37mm on the GS750, and adjustable, progressive compression damping in the form of PDF. This system, similar to those used on other Suzuki streetbikes, increases the fork's compression damping according to slider speed and position—and in the process, Suzuki claims, does the job of an anti-dive, resisting fork compression during hard braking.

But what really stands out about the bike's suspension is its compliance. Over virtually every type of pavement the suspension proves responsive and unusually fluid. Part of the credit goes to the suspension's uncommonly soft—for a sportbike—spring rates. Yet despite the soft springing, setting the bike up for a 190-pound rider doesn't require full-stiff settings: The fork works well set to No.3 (of four) spring preload and No.2 (of four) damping, while at the rear, the GSX-R seems best with 20mm (of 35mm available) spring preload and No.3 damping. With the suspension dialed-in, the bike feels delightfully composed: It refuses to wallow or move around, even at racetrack speeds. What's more, the Suzuki glides over sharp-edged frost heaves and potholes with uncanny poise. Considered together, the GSX-R's combination of solidity and suppleness makes its suspension perhaps the best of any sportbike yet.

You could say that about the GSX's brakes, too, except that the four-piston-caliper front brake offers less-than-ideal feedback when used to the fullest. Otherwise, the binder, and its full-floating miniature rear companion, provide impressive power and excellent resistance to fading.

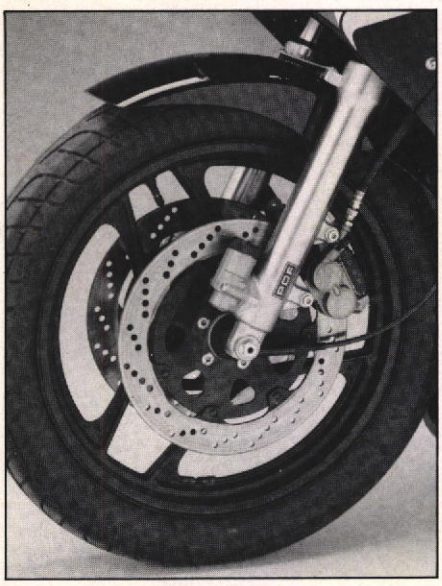
Those brakes—like the rest of the bike—fared well around Willow Spring's nine turns, too. There, it's easy to keep the Suzuki in its top-heavy powerband, and it rewards you with surprisingly hard drives out of the corners. Better yet, you can stuff the bike hard *into* the turns, thanks to its reassuring stability and dead-neutral steering. In fact, at speed in Willow's long, sweeping Turn Two, the Suzuki is as confidence-inspiring as a Swiss bank account. Through slower turns, however, the bike's stable chassis proves somewhat less accommodating: The bike doesn't relish quick side-to-side transitions, and it takes a healthy dollop of bar effort and body english to snap-roll the GSX-R into a turn.

The Suzuki's race-bred behavior also shines through in high-speed backroads. At speed, the GSX-R steers with uncanny precision, and once set into a turn, it will hold its line, even during hard braking. The bike's steering manners combine with the responsive suspension to foster a feeling of confidence. But the bike's stability and slow steering exact a penalty when the road begins to wrinkle like a slept-in suit. Quick side-to-side transitions require a stout shove on the clip-ons, and after a series of esses, the GSX-R's rider might feel as though he's on a two-wheel Nautilus machine. What's more, the rider's job isn't made easier by the Suzuki's engine: The narrow spread of power demands that the he pay close attention to the tach, to keep the engine in the fat part of the powerband.

Just as the GSX-R is demanding on a tight road, so is it on the open road. The main offender here is its racer-replica seating position. The clip-on bars attach *below* the upper triple clamp, and their position forces the rider to carry much of his upper-body weight on his wrists. Compounding this are the high, rear-set footpegs, which fold even shorter rider's legs tightly under them. While the uncompromising ergonomics undermine the GSX-R's over-the-road comfort, the rest of the bike is unusually accommodating for a cutting-edge sportbike. For instance, the motor is respectably smooth at highway speeds, although the unpadded footpegs do transmit some vibration. Moreover, the bike's seat proves uncommonly soft and roomy for a sportbike's, while the fairing's large still-air pocket offers good weather protection with little buffeting. You won't be bothered by the bike's suspension, either, because its suppleness puts many sportbikes' to shame.

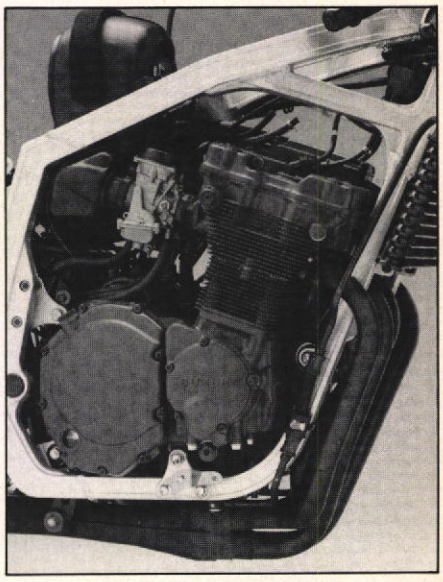
Even so, its clear that the GSX-R750 requires a certain amount of dedication to put up with its rough spots on a day-to-day basis, and in this respect, the GSX-R fulfills the common belief that racebikes make for unacceptably narrow-focus and uncomfortable streetbikes. Taken as a whole, the GSX-R falls from grace as a *streetbike*, and its specialized nature comes at the expense of versatility.

None of that matters, though, if what you want is a motorcycle that takes a back seat to no other in terms of unwavering sporting intent. In that arena—sheer sporting chutzpah—the GSX-R has few peers, because compared to other U.S.-spec sportbikes, the Suzuki seems like a doberman in a box of kittens. And if your criteria for the ultimate sporting machine includes uncompromised, unvarnished racing credentials, the GSX-R750 is the racebike, er, streetbike for you. Turnsignals included. •



18-inch wheel shows GS1000R's influence

But radial tire is a new twist.



Lightweight engine mimics racing tune

The horsepower resides at high rpm.

NITS:

- No centerstand.
- Carb-mounted choke lever is inconvenient.
- Rear shock damping adjuster is difficult to reach.

PICKS:

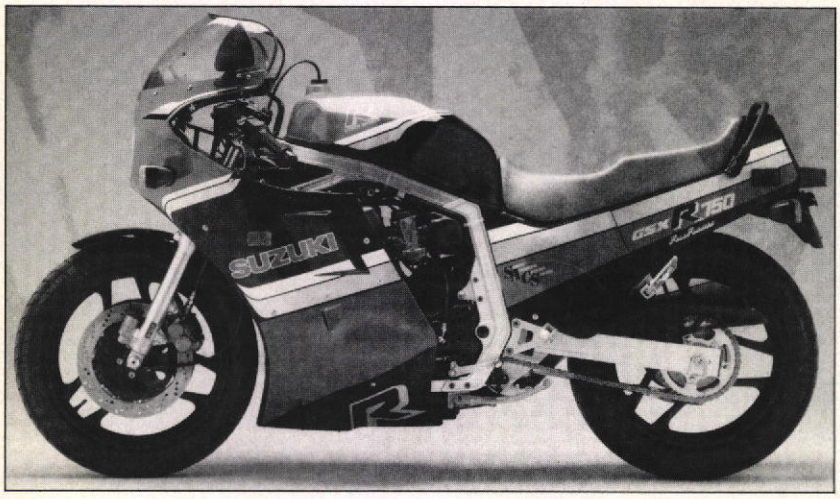
- Passenger-peg-mounted cargo hooks are convenient.
- Fuel cap can be left unlocked.
- Fairing sections are sturdy and simple to remove for maintenance.

COMPARATIVE TEST DATA:

Make and Model	Quarter-Mile, sec/mph	Top Speed, mph	Weight, lbs.	Stopping Distance From 60 mph, ft.
Suzuki GSX-R750-'86	11.566/116.42	142	437	136
Yamaha FZ750-'86	11.383/118.26	145	494	127
Honda VF700F Interceptor-'84	12.323/106.50	124	512	136
Kawasaki Ninja 600R-'85	12.124/109.09	135	448	135
Kawasaki GPz750 turbo-'85	11.441/118.89	141	532	135
Suzuki GS700E-'85	11.978/112.21	125	485	140

Continued

CYCLE GUIDE SPECIFICATIONS



Suzuki GSX-R750 — street

IMPORTER: U.S. Suzuki Motor Corp., 3251 E. Imperial Highway, Brea, California 92621

SUGGESTED RETAIL PRICE: $4299

ENGINE

Type . . . . . four-stroke transverse vertical four
Valve arrangement . . . . . double overhead camshafts, four valves per cylinder
Bore and stroke . . . . . 70.0mm x 48.7mm
Displacement 749.7cc
Compression ratio 10.6:1
Engine redline . . . . . 11,000 rpm
Carburetion . . . . . four 31mm Mikuni flat-slide constant-vacuum
Charging system . . . 12-volt; 365-watt alternator, voltage regulator/rectifier, 14-ampere-hour battery

DRIVETRAIN

Primary drive . . . straight-cut gears; 2.226:1 ratio
Clutch . . . . . wet, multi-plate
Final drive . . . . . #530 O-ring chain (5/8-in. pitch, 3/8-in. width); 3.000:1 (42/14) ratio

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	2.769	14.490	5.26
II	2.062	10.792	7.06
III	1.647	8.618	8.84
IV	1.400	7.326	10.40
V	1.227	6.422	11.86
VI	1.095	5.731	13.29

SUSPENSION/WHEEL TRAVEL

Front . . . . . Kayaba, 41mm stanchion tube diameter, 4-position adjustable spring preload/ 4.4 in. (111mm)
Rear . . . . . single Kayaba shock, 4-position adjustable rebound damping, 33mm spring preload range/ 5.5 in. (140mm)

BRAKES

Front . . . . . dual double-action hydraulic calipers, 11.7-in. (296mm) effective disc diameter
Rear . . . . . double-action hydraulic caliper, 8.6-in. (218mm) effective disc diameter

TIRES

Front . . . . . 110/80VR18 V240 Bridgestone Cyrox-03 Radial tubeless
Rear . . . . . 140/70VR18 V240 Bridgestone Cyrox-04 Radial tubeless

DIMENSIONS AND CAPACITIES

Weight . . . . . 437 lbs. (198.2kg)
Weight distribution . . . . 50.3% front, 49.7% rear
Gross vehicle weight rating (GVWR) . . . . 830 lbs. (376.5kg)
Load capacity (with full fuel tank) . . . . . 362 lbs. (164.2kg)
Wheelbase . . . . . 57.2 to 58.3 in. (1454 to 1481mm)
Seat height . . . . . 31.5 in. (800mm)
Handlebar width . . . . . 24.6 in. (626mm)
Footpeg height . . . . . 15.4 in. (392mm)
Ground clearance . . . . . 4.6 in. (118mm), lower cowling
Steering head angle . . . 26.0 degrees from vertical
Front wheel trail . . . . . 4.21 in. (107mm)
Frame . . . . . box-section and cast aluminum, double front downtubes
Oil capacity . . . . . 5.3 qt. (5.0/)
Fuel tank . . . . . steel, 5.0 gal. (19.0/), including 1.5 gal. (5.5/) reserve
Instrumentation . . . . . speedometer, odometer, tripmeter resettable to zero, tachometer

PERFORMANCE

Fuel consumption range . . . . . 30 to 47 mpg (12 to 20 km/l)
Average fuel consumption . . . . . 35 mpg (15 km/l)
Cruising range, maximum . . . . . 150 to 235 miles (241 to 378km)
Cruising range, reserve only . . . . . 45 to 71 miles (72 to 114km)
Speedometer error, 30 mph ind. . . 30 mph actual
Speedometer error, 55 mph ind. . . 54 mph actual
Best 1/4-mile acceleration . . . . . 11.566 sec., 116.42 mph (187 kph)
Top speed (observed) . . . . . 142 mph (228 kph)
Stopping distance from 30 mph . . . . 33 ft. (10.1m)
Stopping distance from 60 mph . . . 136 ft. (41.5m)

WARRANTY: 12 months, unlimited mileage

AVAILABLE COLORS: black/red, white/blue

All weight and measurements are taken with machine unladen and fuel tank empty.

Ride Review

• There's something I find perversely appealing about Suzuki's GSX-R750, and it has to do with the sheer visual outrage of it. This is the most extreme sportbike anyone's dared produce since Suzuki itself retired the late, and mostly unlamented, GS1100 Katana. While that Muth-designed flashbike can stand nose-to-nose with GSX-R in terms of panache, functionally the two are as different as a battle axe and a Wilkinson sword. The GSX-R750 can spot the Katana 325cc, then simply show its radially shod heels to the larger bike and disappear down the nearest winding road.

And that's what reinforces the GSX-R750's appeal: As outrageous as it is, this Suzuki ultralight backs up its visual body slam with genuine sporting performance. Because the message in this case isn't cosmetics, it's progress. —*Jim Miller*

• I'm not that enthusiastic about sportbikes. There's just something about the crouched riding position of a typical sportbike that makes me uncomfortable; it seems designed more for a squatting frog than a human. I always have trepidations that a quick stop or sudden swerve in traffic will send me over the handlebars in a leap that would top the champion in Calaveras County's frog-jumping contest.

Suzuki's GSX-R750 is quite different, though; it earns a seating record in my sportbiking book. The basic crouch is still there, but it fits the bike's character so well that the riding position didn't cross my mind twice, even riding at night in rainy weather. I actually had so much fun on the GSX-R750—the main intent, after all—I think I could learn to like sportbikes. —*Tim Brodd*

• Of this year's sportbikes from Japan, the GSX-R750 suits me best for the racetrack. See, my anatomy fits the GSX-R perfectly for dragging knees and punching a hole in the wind—on a racetrack. That's because the R750's ergonomics are the same as on my old roadracers, and the engine's power characteristics bring back old racing memories, too. The only things missing are slicks and number plates.

But I quit racing nearly six years ago. I don't want to feel like I'm always testing the clock, especially when cruising through a 25 mph school zone. Nor do I want to ride a bike that makes me feel that I always have to drag my kneecaps on freeway on-ramps.

If I were still a racer, the GSX-R would be my first choice—for racing. But finishing first doesn't top my list of priorities anymore, and neither does Suzuki's new sportbike. —*Dain Gingerelli*

PHOTOGRAPHY © 1986 DAVID DEWHURST

Suzuki GSX-R750 vs. Yamaha FZ750

This year's equation, last year's answer.

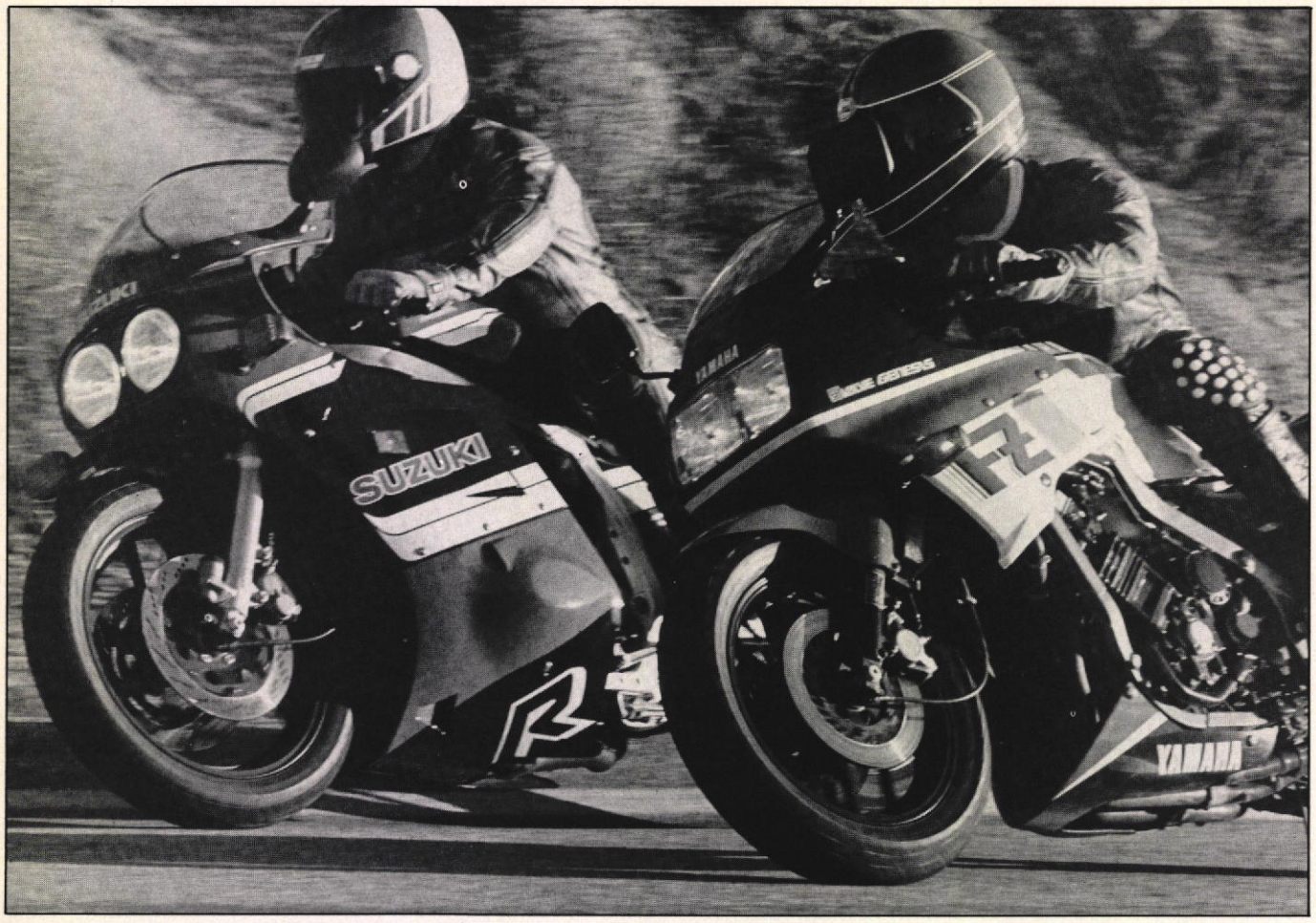
• Sportbike technology moves ahead so fast that last year's sensation is often this year's has-been, especially in the 750 class. Last year, for example, Yamaha set new standards for three-quarter-liter engine performance with the FZ750's five-valve Genesis motor. This year, however, Suzuki hopes to topple the FZ with the GSX-R750, a sportbike bristling with cutting-edge, racetrack-bred features—like an aluminum frame and an oil-cooled engine—that almost makes the FZ look mundane by comparison.

On paper, the lightweight GSX-R, with its impressive string of racing victories overseas, might seem like the overdog in a shootout with the FZ, especially since Yamaha sent its sporting 750 flagship into battle virtually unchanged from last year's model, armed with little more than new graphics to combat the Suzuki challenger. But only a Village idiot would choose a victor based on little more than a specs page and a first impression. And riding the GSX-R and the FZ side by side through the backroad battlefield, where performance counts more than a pedigree, proves the sum of the parts isn't always equal to the whole—and, in some cases, it's less.

An important part of any sportbike is its engine. But what the Suzuki rider notices first about the GSX-R's engine is its lack of low-end and midrange power compared to the Yamaha. Though not particularly annoying around town, this soft powerband stands out as a major flaw on tight canyon roads. There, the Suzuki riders spends an inordinate amount of concentration just keeping the fussy engine on the boil, which in the GSX-R's case means above 7500 rpm. In contrast, the FZ can charge out of corners with authority with the tach needle hovering around the 5000-rpm mark. Given the FZ's 11,000-rpm redline, that power spread allows the Yamaha rider to concentrate on the road instead of his bike, at the same time showing his heels to the Suzuki pilot.

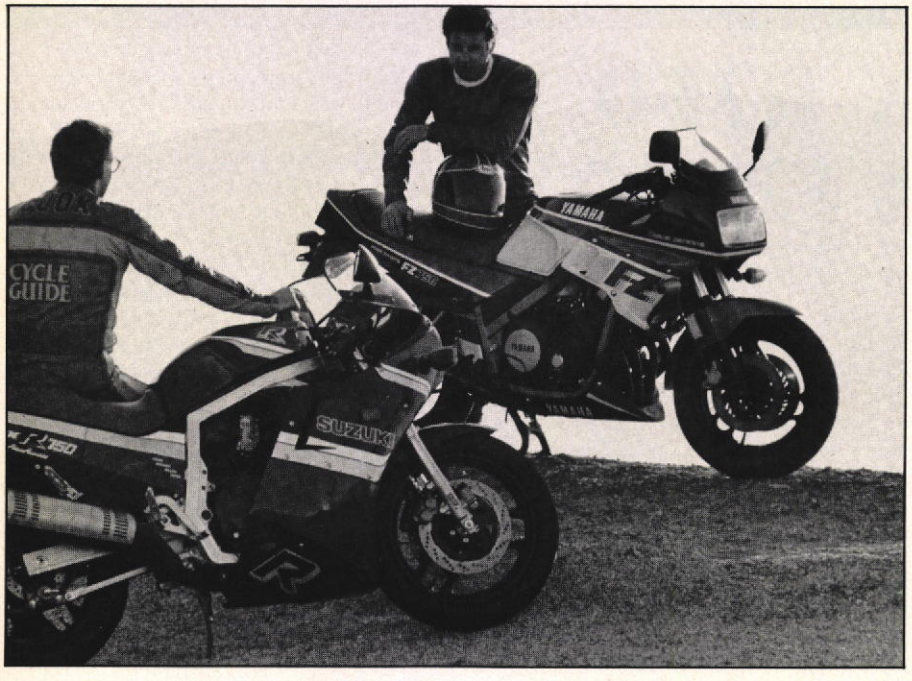
While the GSX-R's engine isn't fond of tight, twisty roads, its chassis is quite at home there. Its plush, well-damped suspension soaks up bumps with eerie efficiency, unlike the FZ's, which must be set fairly stiff for good backroad handling. Further, the Suzuki responds to mid-corner adjustments in speed or direction without a fuss, again moreso than is the case with the Yamaha. But the GSX-R's steering, though linear and precise, is slower than the FZ's, and despite its 57-pound weight advantage the Suzuki requires more steering effort than the Yamaha. Add that marginal difference in agility to the major difference in powerbands, and the bottom line is that the Suzuki is no match for the easier-to-ride, more-nimble Yamaha on tight canyon roads.

Continued



Suzuki's GSX-R750 combines stable handling, top-weighted powerband and racer-sharp kinesthetics

And provides a front-row seat to the FZ750's disappearing act.



Once you leave the tight twisties behind, though, and the pavement becomes a series of long, wide-open sweepers, the GSX-R's engine and chassis begin to work in harmony. With little shifting to do and the engine's narrow powerband no longer a problem, the GSX-R's stable chassis and excellent suspension make the Suzuki handle every bit as well as the Yamaha—some riders say better. But despite the GSX-R's slight superiority in high-speed handling, any advantage the Suzuki pilot can amass can be quickly erased by the Yamaha pilot with a twist of the wrist. The FZ's five-valve engine has an edge over the GSX-R's four-valver not only in terms of low-end and midrange, but in peak horsepower, as well, enabling the Yamaha to close up on the Suzuki between sweepers.

The same goes for the racetrack, in this instance Willow Springs, where an abundance of high-speed corners favors the Suzuki. And in fact, the Suzuki's supple suspension and reassuring, rock-steady feel at Willow outclasses the slightly nervous-feeling Yamaha. But once again, the FZ's engine allows it to reel in the Suzuki, minimizing the GSX-R's advantage and leaving the pair almost in a dead heat at the racetrack.

One the street, however, the results are more clearly defined. Because despite its stellar specifications and racing reputation, the GSX-R lacks the FZ's power, agility and overall balance. Of course, this only goes to show that adding up numbers on a spec sheet doesn't always tell the whole story. And when you add up the performance of both the GSX-R750 and the FZ750 on the road, the final tally is clear: The sum of the GSX-R's parts is less than that of the FZ750's. —*Jerry Smith*

Fulmer H.T. More than protection.

H.T. means High Tech. And Fulmer H.T. delivers. European styling in deep, rich colors; baked-on painted finish on most street and touring models. And lighter weight. Plus a comfortable fit you'll enjoy for years.

Most others are made of polycarbonate. Accidentally spill solvents such as gasoline on one and it may deteriorate—without your ever knowing it.

Fulmer HT helmets are made of Ronfalin—a new high-tech material which was one of the first thermoplastics to meet most of the World Safety Standards for motorcycle helmets. It gives you longer protection because it resists solvents (such as gasoline fumes, grease and oil) better than most helmets made of polycarbonate. And these High-Tech helmets are backed with a one-year limited warranty.

Get it all with Fulmer High Tech—European style, premium fit, Ronfalin protection, and a price you can afford.

Buy a helmet—get a gift. Your choice of Multi-Blade Pocket Knife or Cap free when you purchase any Fulmer Helmet. Offer expires May 31, 1986.

FULMER
Excellence is our only standard

P.O. Box 177, Memphis, TN 38103
Available only at authorized dealers.

Couple's Helmets—HT-80 II Full Face, also available in Open Face

At 699 lbs., Voyager XII is one of the lightest full dress tourers to ever parade down the pike. Rest assured, however, that not one inch of valuable carrying capacity has been sacrificed. Its pounds have been pared from non-essential areas only. You'll never miss them. Because the freedom gives Voyager XII an ease of handling and maneuverability you've never experienced in a machine this size.*

**701 lbs. in California*

Voyager XII's rider and co-rider compartment is a customized dream. With excellent wind protection. Built-in rider back support. And eight back and seat adjustments that accommodate the co-rider's position preference.

Voyager XII is powered by a totally new in-line four engine. Every cc has been engineered to anticipate, meet and exceed all the requirements of a maintenance-free full dress touring engine.

Tour de force.

The long wait for a lightweight is over. Meet the tour director's dream. Voyager XII. This all-new machine was conceived, designed and built from the ground up as a tourer. A whole tourer. And nothing but a tourer. One of the lightest full-dress tourers on the road.

Kawasaki has dedicated its technological capabilities to bringing Voyager XII new standards of reliability, comfort and performance.

The result is a celebration of function. An innovative tour de force that has honed precision of steering, strength of acceleration, degree of comfort and capacity of carrying to their essence. Kawasaki has trimmed the fat everywhere. And compromised nowhere.

Its torquey in-line four is as narrow as a V-4. Even the instruments are lean, with simple analog needles.

The basics of touring have never been executed so brilliantly.

See the light. Test ride one today. And get a year's subscription to any one of nine Petersen Magazines.* Free.

Kawasaki

Let the good times roll.

**At participating dealers. Thru May 31st or while quantities last. Specifications subject to change without notice. Availability may be limited. Always wear a helmet and appropriate apparel. Call 1-800-447-4700 for the Motorcycle Safety Foundation beginner or expert course near you.*

MEMBER MIC

YUMICRON CX

CALCIUM TECHNOLOGY—XTRA POWER

• World's first lead-calcium motorcycle battery • World's most powerful motorcycle battery • World's first "long life" motorcycle battery • World's first "low maintenance" motorcycle battery

The New Yuasa YuMicron CX™ is the most exciting technological breakthrough in battery design throughout motorcycle history. That's a strong statement, but the YuMicron CX is one strong battery. As the world's leader in motorcycle batteries, Yuasa carefully analyzed the needs of today's motorcyclists and built an entirely new battery design that fits their requirements and riding habits.

COLD CRANKING AMPERAGE

	Antimony Grid Yumicron Battery	Calcium Grid Yumicron Battery	Difference
YB10L-A2	160 Amps	170 Amps	6.3%
YB12A-A	165	175	6.1
YB14L-A2	190	205	7.9
YB16-B	240	255	6.3
Y50-N18L-A	260	275	5.8

MORE POWER: The YuMicron CX's lead-calcium design has lower internal resistance than standard lead-antimony Yumicron types. This means 5-8% greater cranking amperage—perfect for today's big, complex machines.

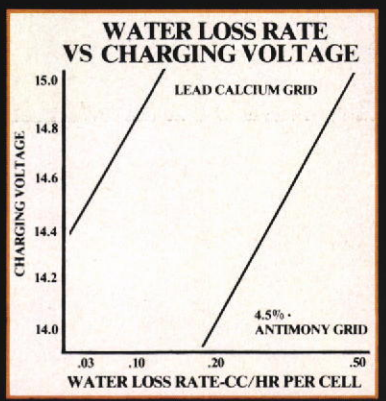
LONGER LIFE: Another advantage of lead-calcium is that it will hold a charge 3-times longer than lead-antimony when used in a standby mode (such as winter storage).

The YuMicron CX is the world's only lead-calcium motorcycle battery.

SULFATION RESISTANCE: Other special chemistry in the CX helps to retard sulfation, the #1 killer of motorcycle batteries.

LOWER MAINTENANCE: Still another advantage of the CX's lead-calcium design is reduced water loss. Removing "Antimony" from the battery drastically reduces the battery's tendency to convert water into hydrogen and oxygen during use (called "gassing"). The result? The YuMicron CX uses water at a rate *ONE-EIGHTH* that of ordinary lead-antimony batteries. Incredible!

The YuMicron CX offers advantages in power, life and servicing that are unmatched in the whole world, all at a price competitive with most premium batteries. The YuMicron CX, the world's finest motorcycle battery—from Yuasa, of course.



YUASA®

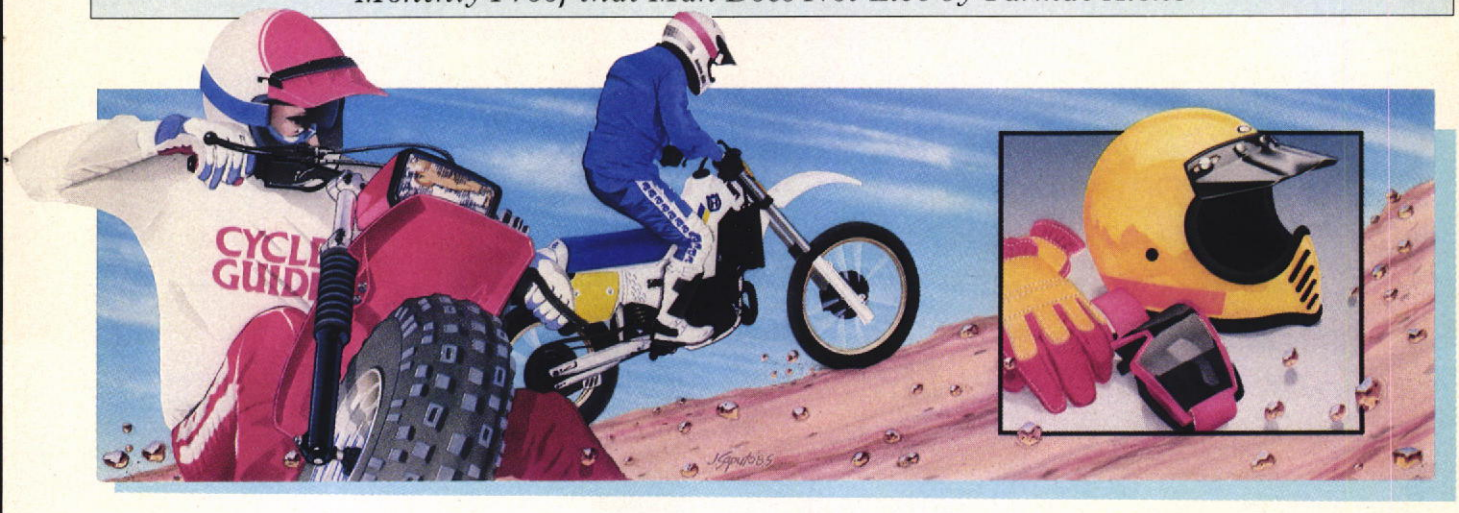
WE BRING LIFE TO GOOD THINGS

Yuasa General Battery Corporation • Dept. CG • P.O. Box 262 • Reading, PA 19603 • 215/378-0533

Yuasa batteries may be ordered by direct mail. YB12A-A-CX battery shown, $49.70 plus $5.00 shipping.

OFF-ROAD

Monthly Proof that Man Does Not Live by Tarmac Alone



Fire In The Furnace

• A survey of the tow vehicles in the Perris Raceway pits told the story: There were as many Buick Regals and BMW 318is as there were Datsun mini-pick-ups and clapped-out vans. The Regal and 318i owners were there to race, too. Only they came for the White Bros. Vet National, a race geared toward a growing sect of motocross racers—riders 30 years or older. And, as you'd suspect, most of them showed more concern about their balding heads than about balding tires.

During the past couple of years, the geriatrics grid has become practically a necessity in Southern California. In motocross, it's pretty much a fact that older riders have a tough time winning in this young man's sport, but an increasing number of older riders aren't ready to hang up their MX boots. So as more and more of the local Pros got older, SMX-promoter Terry Whytal decided to initiate a new class a couple of years ago for riders 30 years and older: the Vet Class.

The class received an enthusiastic welcome, and the next logical step, said Whytal, was a National Championship for the senior group. White Bros., with additional backing from Malcolm Smith Products, Yamaha and Bel-Ray Oil, underwrote the first Vet Nationals, held at Perris Raceway last December. Ninety-five oldies showed up, the most ever for a Vet race in Southern California.

Tom White, of White Bros., noted that the class was becoming more and more popular during the 1985 season. "So we decided to have a Vets National," White said. Three classes—Novice, Intermediate and Expert—constituted the bulk of the program. A $1000 purse posted for the Vet Pro Class, drew such old pros as Gary Jones, Kenny Zahrt, Tom Webb and Randy Rodriquez out of the woodwork. It was a gathering of eagles—albeit bald eagles in some cases—but nobody seemed too concerned about who was actually the fastest. As White put it, the Vet National is "a social activity as much as a race."

The eagle who soared highest was Randy Rodriquez. He won both Pro Class motos with an ATK *four-stroke,* reinforcing further the difference between senior-class and "undergraduate" racing.

Even race-sponsor Tom White joined the fun, riding a Yamaha YZ250 to ninth overall in the Vet Pro Class. White justified his less-than-stellar perfor-

PHOTOGRAPHY © 1986 DAIN GINGERELLI

Continued

mance, saying, "Fear and common sense played a major part in that." After all, there was the family business waiting for him the next morning.

Such caution might one day be cast to the wind, however. Riders such as Bob Hannah, Mark Barnett and Kent Howerton aren't getting any younger, and might one day join in the Vet's "social activity."

Whytal, 31 years old and a participant in his own races, figures the golden days of the Hannahs and Barnetts aren't too far away, either. "After my first Vet race," recalls Whytal, "I told Mike Bell (retired from professional racing, and approaching 30) how well I did." Whytal described Bell's reaction as enthusiastic, but somewhat contemptuous, when Bell noted: "Nice. It'll be especially nice, though, when I turn 30, and can race with you guys."

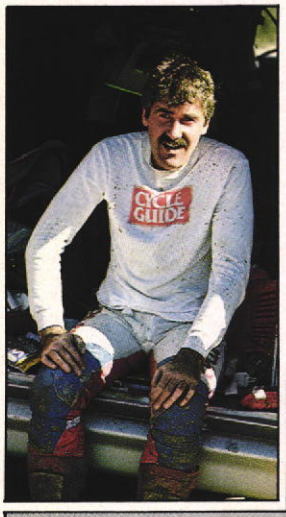
Which just goes to show, you can take the boy out of the race, but you can't take the race out of the boy, or in this case, the older boy. *—Dain Gingerelli*

Private Meeting In The Quad

• When Kawasaki's ace factory rider, Jeff Ward, heard about Nippondenso paying $1000 to the top privateer at each Supercross this year, and the $1400 paid to the winner of the Suzuki Quad Race at the Anaheim Supercross, he said, "Hmm, maybe I should go privateer, and race Quad Racers."

—Dain Gingerelli

A Grey-Haired Cloud With A Silver Medal Lining



• David Dewhurst, CYCLE GUIDE's Technical Advisor, is also the magazine's resident MX lion. And at 32 years old, he's a prime candidate for the Vet National, which is where we sent him, along with his trusty Honda CR250R, to compete in the Vet Expert race. The results were not too shabby.

In a pre-race interview, Dewhurst claimed an absence of pre-race butterflies, but, considering his age, there must have been at least a few dusty moths disrupting his thoughts before each moto. Still, the old boy showed his mettle, proving that there still is fire in the furnace. But before the race the question remained: Can it keep the snow off the roof?

Moto One: Dewhurst makes a youthful-like hole-shot, then tangles with three other riders in Turn One. After the restart, David powers into fourth place, and again crashes. He resumes the struggle, surges back ultimately to finish second. With one moto to go, hope runs high in CG's Geritol-guzzling cheering section.

Moto Two: Another crash early in the race again relegates Dewhurst to a catch-up position, a job he does not relish. He sweeps to another second-place finish. His 2–2 record is surpassed, though, by Scott Freeman's 3–1 for first overall. Dewhurst appears worried that he may never win a Vet race. After all, aging Vets aren't always sure there will be a next year. . . .

Dewhurst later commented, "It was fun. But now I remember why I quit racing. I'm getting *old* for this kind of stuff."

—Dain Gingerelli

Continued

IT'S SHAPED TO CUT THROUGH THE WIND, CLING TO THE ROAD AND NOT GET LOST IN THE PARKING LOT.

BMW INTRODUCES TRUE CLASS TO THE 750 CLASS: THE K75.

Recently, 750cc riders have seen their choices dwindle down to basically two.

They could ride one of the Japanese hyperbikes, all of which often appear to have been extruded from the same tube of Stripe toothpaste. Or they could ride what looked like a malnutritioned "chopper."

Now, there's the BMW K75. A motorcycle shaped by the forces of nature rather than the forces of habit.

The K75 C cockpit fairing you see here is the product of extensive wind tunnel research and development. Which, not surprisingly, results in considerable protection from the weather and lower drag.

Both highly relevant rider concerns. A philosophy that's further developed in the K75's three-cylinder power plant. An engine that, like the K100 Compact Drive,™ produces the vast majority of its abundant torque at a low to midrange rpm level.

All-around performance that when coupled with BMW's traditionally low center of gravity and light weight predictably results in exceptional handling.

Also predictable is the extraordinary caliber of workmanship evident in the K75. But then, like all BMW's, it was built to justify BMW's 3-year, unlimited mileage warranty,* the industry's longest.

What may come as a surprise, however, is the remarkable shape the K75 leaves your finances in. With BMW's leasing and factory financing programs and a base price of $4,700. (Other models range from $3,800 for the R65 to $7,650 for the K100 RT.)**

A premium price, to be sure. But one that virtually guarantees you an experience seldom enjoyed by the riders of other 750cc bikes. The chance to stand out in the crowd.

THE LEGENDARY MOTORCYCLES OF GERMANY.

*See warranty at your dealer for details. **R65 not available in California. Manufacturer's suggested retail prices. Actual prices will depend on dealer. © 1985 BMW of North America, Inc. The BMW trademark and logo are registered. Ride safely. Always wear a helmet and eye protection. Call the Motorcycle Safety Foundation at 1-800-447-4700 for a riding course near you.

RIDING IMPRESSION

Gary Denton's Suzuki Quadracer

Quad-racing comes of age.

BY MARC COOK

• It's been only one model year since Suzuki's Quadracer made its debut, but since then ATV racing just hasn't been the same. The Quad proved so dominant that race organizers were virtually forced to create a separate class for the Suzukis. Gary Denton knows all about that class; with the help of tuner/manager Terry Varner, he has racked up a convincing string of wins on a much-modified '85 LT250.

So when Denton offered us a ride on his racing Quad, our reaction was much like that of an 8-year-old given the run of a Toys 'R Us. To our surprise, though, Denton's Quad appears deceptively stock; it wears the factory bodywork, seat, front shocks, brakes and front wheels—not quite what we expected from a full-bore racing device. Only an FMF pipe, beefy Cal-Fab swingarm and low-profile tires call immediate attention to the seriousness of this four-wheeler's intent.

Out on Ascot's hard-pack speedway track, however, the Suzuki leaves little doubt that it's up to the task of getting around as quickly as possible—an impression solidly driven home by its potent motor. Instead of the stocker's mild power delivery and lackluster top-end, Denton's Quadracer possesses a strong midrange drive that mushrooms into a heady top-end rush. Yet despite its impressive amount of power, the motor proves manageable; the engine comes on predictably with no wheel-spinning antics. Overall, the Suzuki's engine is surprisingly well-behaved, feeling more like a stock Quadracer with a generous infusion of steroids than a hyperactive racing engine.

To get that style of power, Terry Varner relies on conventional tuning techniques. To begin with, the stock Suzuki's 32mm rectangular-slide Mikuni is replaced with a 38mm flat-slide Keihin, and an FMF pipe takes over for the stocker. To further improve the Suzuki's breathing efficiency, the intake port and inlet tract are raised, an alteration that requires welding the area between the cylinder and reed case for strength. Complementing the intake-tract changes—and contributing to some of the LT's meaty top-end—is a reworked cylinder head that increases the compression ratio and provides a thicker squish band.

With the top-end's comprehensive tweaking—and corresponding increase in power—the Suzuki's driveline had to be strengthened. For starters, the Quad's clutch uses two more plates—RM125 parts—and longer, stiffer springs. Further down the line, the transmission's gears and shift drum have

THE ULTIMATE TUNE-UP

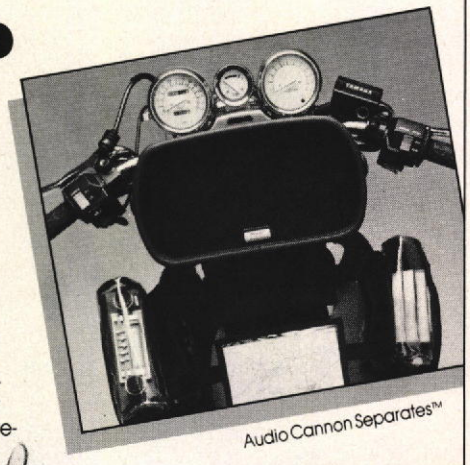
National Cycle now brings you true motorcycle high fidelity for full-on touring sound in two ultimate "tune-up" systems: **Audio Cannon**™ and **Audio Cannon Separates**™

The removable Audio Cannon housing features 5¼" water-proof low-range speakers and coaxially mounted, domed, Ferro Fluid™ cooled mylar tweeters, plus an amplified internal antenna. Its deep concave construction literally blasts the sound directly at you. With 120db using 40 watts total RMS input, choose your own stereo/cassette deck (7"x2" x5¼" or less) for brilliant highs, deep lows and a full midrange with minimal distortion — even at turnpike levels! The tubular locking system lets you remove Audio Cannon without special tools; it also features four-point vibration control mounts, and convenient "lift-up" gas cap access.

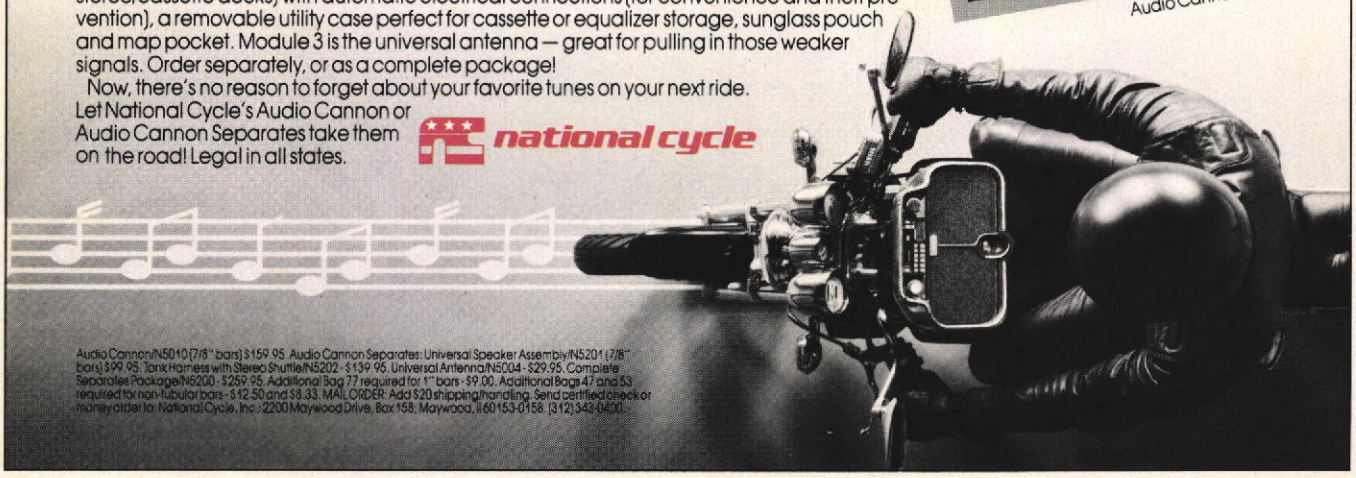
The modular accessory line, Audio Cannon Separates, lets you add what you want, when you want it. Module 1 is the same high-quality Audio Cannon speaker system including a tuned bass reflex port which gives even better bass responses. Module 2 features an adjustable tank harness with a removable slide-out stereo shuttle (accommodates all high power stereo/cassette decks) with automatic electrical connections (for convenience and theft prevention), a removable utility case perfect for cassette or equalizer storage, sunglass pouch and map pocket. Module 3 is the universal antenna — great for pulling in those weaker signals. Order separately, or as a complete package!

Now, there's no reason to forget about your favorite tunes on your next ride. Let National Cycle's Audio Cannon or Audio Cannon Separates take them on the road! Legal in all states.

national cycle



Audio Cannon Separates™



Audio Cannon/N5010 (7/8" bars) $159.95. Audio Cannon Separates: Universal Speaker Assembly/N5201 (7/8" bars) $99.95. Tank Harness with Stereo Shuttle/N5202 - $139.95. Universal Antenna/N5004 - $29.95. Complete Separates Package/N5200 - $259.95. Additional Bag 77 required for 1" bars - $9.00. Additional Bags 47 and 53 required for non-tubular bars - $12.50 and $8.33. MAIL ORDER: Add $2.0 shipping/handling. Send certified check or money order to: National Cycle, Inc.; 2200 Maywood Drive, Box 158; Maywood, Il 60153-0158 (312) 343-0400.

PHOTOGRAPHY © 1986 DAVID DEWHURST

been polished. But except for some trimming of the engine cases to reduce weight, the Suzuki's bottom-end remains stock, right down to its counterbalancer.

On the other hand, the Quadracer's chassis received substantial modifications to make it race-ready. Most importantly, the stock rear tires were scrapped in favor of low-profile, hard-track Hoosiers, and Varner's hand-cut 145SR-10 Michelin car radials replace the stock LT's balloon fronts. In addition, the suspension has been beefed-up using a stock-length Cal-Fab swingarm to keep the stock wheelbase, and a 4-inch-over-stock axle that widens the track. Varner then reworked the stock rear shock so that it provides less rebound damping, and then fitted a slightly softer spring; the front shocks are the stock items. Further, several tube joints around the front suspension have been gusseted to prevent breakage, and the front suspension received steel A-arms and a tie-rod relocation kit made by Cal-Fab. This last alteration significantly reduces bump-steer, which, Denton claims, makes the Suzuki four-wheeler easier to manage on rough tracks.

That much we can't verify, but on Ascot's smooth, albeit slick, speedway track, the Quadracer proved to be pure, adrenaline-rushing fun. All that's required to get the Suzuki to slide entering a turn is either a blast of throttle or a tap on the rear brake. From there, the four-wheeler is easy to keep in a pitched-out attitude through most of the corner, yet when you drop into the blue-groove, the low-pressure Hoosiers hook up and catapult you to the next turn. That's not to say Denton's Quad is a snap to ride, though; its combination of fierce acceleration and quick steering mean that you have to shift your weight to the front-end going into corners to help the Michelins bite, then shift your weight abruptly backward to maintain traction.

But that style of physical involvement is practically expected in a machine set up expressly for racing. And given that context, Denton's Quad isn't particularly demanding, and it helps to underline the strength of the LT250R's basic design. Better yet, Denton's four-wheeler can be duplicated—either through Varner or the rest of the Quad's burgeoning aftermarket. Which would suggest that, when Honda jumps into the four-wheel ATV market this year, Suzuki will have more than a year's advantage.

Continued

YOUR LINK TO POWER!
EK
chain
If you're looking for strength and reliability specify EK for your LINK-TO-POWER! EK comes in a variety of performance levels and price ranges . . . Standard, Heavy Duty, Super Heavy Duty, and our patented "O"-Ring design.
ProMan
Santa Ana, California 714-754-6663

PHOTOGRAPHY © 1986 DAVID DEWHURST

Yamaha YZ250

Good is never good enough.

BY DAVID DEWHURST

• Even the world's best motocross bike won't stay on top very long without improvements. So last year, when Yamaha's YZ250N started leaving tire tracks in victory circle, the YZ's engineers had to work fast to stay ahead. And before the champagne stopped flowing, the successful YZ was already being redesigned in the neverending bid to stay ahead of the MX field.

The result of all that feverish work is the YZ250S that shares looks, but little else, with its highly acclaimed predecessor. In the quest for eternal victory Yamaha lifted off the plastic and slid what is essentially an all-new motorcycle underneath. Such is the price of progress.

Not even the rip-snorting 246cc motor, the heart of the N-model's success, escaped the engineer's grinding tool. Some racers considered last year's 250 to be down on high-rpm power, so to satisfy those riders, Yamaha gave this latest YZ an all-new cylinder with reshaped ports. For the same reason, this year's YPVS sub-ports are wider, and cast, rather than drilled as on the '85 motor. The Mikuni-fed intake also was reworked to boost power, with new fiber reed petals designed to snap open faster and farther than the old steel petals. Yamaha even redesigned the YZ's expansion chamber to ensure that any top-end the N-model lacked, the S-model more than makes up for.

Not all the changes are designed for high-rpm power; a higher compression ratio, variable with Power Valve position, gives back some of the instantaneous low-speed snap that last year's YZ was famous for. The price for all this extra power is additional heat and stress inside the cylinder. Yamaha covered both these potential problems with additional water passages above and below the exhaust port, and with a more heavily ribbed piston that eliminates the skirt cutaway below the wristpin.

With those changes Yamaha engineers got what they were looking for—to a degree. It's true the YZ does have a little more mid-range and top-end power than last year—enough, in fact, to still stay with anything in the class. But what it gains on top the YZ loses down low. Roll out of a tight turn and snap the throttle and the Yamaha greets you with a strong surge rather than last year's kick in the pants. A narrow clutch-engagement band also makes it harder to feed the power carefully to the rear wheel, and constant shifting is the only way to fast lap times.

Yamaha's aware of the loss of low-end power and will offer solutions in its Wrench Reports, available through Yamaha dealers. One fix is to adapt an '85 pipe, with the upper seam removed and rewelded to avoid melting the low-slung '86 model tank. That pipe alone makes a world of difference to the YZ. The famous low-end snap returns instantly, with no obvious loss of mid-range or top-end, making almost any part of any track easier to handle. With this modification, the 1986 YZ can match any of the new 250s, but in stock form the S-model is a definite step backwards, which neither racers nor the engineers really wanted.

Yamaha has made progress with the YZ's chassis, however;

for instance, for the second consecutive year, the YZ's frame sports even thinner-wall tubing to reduce weight. But the *real* advance comes with a new rear suspension that not only provides a flatter progression curve, but also replaces the perennially average Yamaha damper with a top-of-the-line Ohlins-designed unit built by Yamaha. In addition to well-matched, fade-free damping, the new setup includes the added advantage of a lower center of gravity. The shock now mounts lower on the frame and passes *through* a strengthened box-section aluminum swingarm and bolts to a new linkage system under the swingarm.

The improvement over last year's rear suspension is obvious on the very first lap. The flatter progression curve means the YZ suits a wider range of rider weights and riding styles, without major changes in valving or springs. With the stock spring—and the shock's separate compression and rebound adjusters—most riders can dial in the YZ perfectly. The 250 also uses Yamaha's exclusive Brake Actu-

ated Suspension System (B.A.S.S.), which reduces compression damping when the rear brake is applied. This system, however, does not always help the rider. If, for example, you use the brake in a compression dip before a turn, or attack the upface of a stadium jump, the YZ's rear end collapses like a hot marshmallow.

But in most situations the new rear setup works very well. The YZ tracks with great high-speed stability, and the suspension swallows everything from pebbles to double jumps without protest. Although seal friction is a bit high, the fork also does its job well, despite somewhat mismatched compression-damping adjustments. Even with the stock 15 weight oil replaced with 10 weight, the fork still needs to be on the softest setting. Perfecting the fork might require either damper-rod work or optional springs.

With the Yamaha's suspension dialed-in, the whole bike inspires confidence at high speed as well as in the twisties. When the going gets tight the YZ threads between the ruts and berms with precision, aided in part by the industry-standard Bridgestone M22 tires. Those tires also help in hard braking, and the YZ really can stop in a hurry. Although the front hub and disc are both smaller and lighter than last year's parts, the

Continued

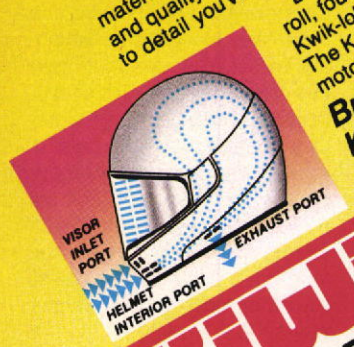
BREATHE EASY with the K-16

Helmet Ventilation years ahead of its time could only come from Kiwi's Swiss technology! Kiwi K-16's exclusive Integral Ventilation system allows you to regulate the volume of air flowing across the visor surface for the ultimate in misting control. A separate function directs air throughout the shell and liner, reaching you through special vented and perforated air channels in the upholstery.

The K-16 is constructed of Kiwi's registered fiberglass material, precision molded to provide uniform thickness and quality over the entire outer shell, and the attention to detail you've come to expect from Kiwi.

Deluxe padded interior, luxury neck roll, four-position ratcheting visor, "Kiwi Kwik-lok" closure for the chin strap... The K-16 is truly a new generation of motorcycle helmets.

Breathe easy with Kiwi's unsurpassed comfort and safety.



KiWi DynaTour CORPORATION CHICAGO

History in the Making.

The K-16 and other Kiwi Products are available consumer direct. For pricing and ordering information, please write to DynaTour Corporation, Inc., 1944 N. Narragansett Avenue, Chicago, Illinois 60639.

Yamaha YZ250S vs. Honda CR250R

Can the YZ be overthrown in a mechanical coup?

• If imitation is the sincerest form of flattery, then Yamaha should, indeed, be flattered. That's because Honda was so impressed by the '85 YZ250's stump-pulling powerband that it tried to copy it in its '86 CR250. But as it happens, Yamaha should be worried—not flattered—because the copy probably is better than the original.

The new CR250R, with its Honda Power Port system (HPP), takes off where last year's YZ250 left off, churning out more useable low-end than a diesel locomotive and more, it seems, than an '85 YZ. More importantly, the new CR will easily outpull the '86 YZ, even one fitted with an '85 pipe. In its modified state the YZ comes closer to matching the CR, but the Yamaha's power delivery is more explosive and harder to use. The Honda, in contrast, is rheostat-smooth all the way from idle to redline.

On the racetrack that difference is apparent at the exit of the first turn. The CR rockets away with a simple twist of the wrist, while the YZ sometimes needs a little clutch and body English to keep the front end down. Once under way though, the dragrace becomes more evenly matched, with the YZ a very narrow winner.

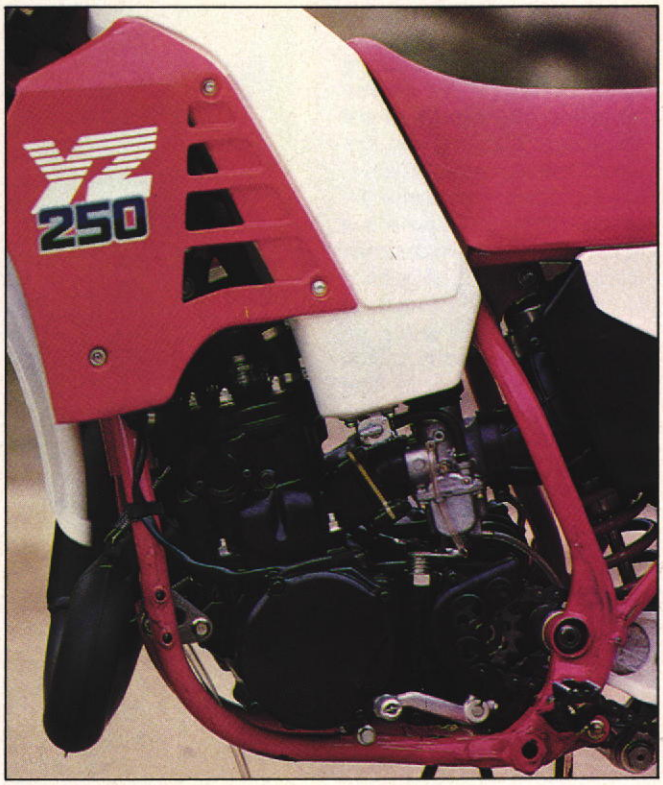
The YZ250 also comes out slightly ahead when the first turn looms large. Point to the inside and the YZ snaps around quickly, aided on most tracks by its excellent Bridgestone tires. Turning the Honda, however, takes a little more persuasion, and it rarely seems happy snapping through tighter turns.

On faster sections the CR and YZ are both impressive, with exceptional straight-line stability. But the Honda's plusher Showa fork and shock provide a very slight edge over the Yamaha's Kayaba/Ohlins setup. The difference is most pronounced while braking, when the Yamaha, no matter what its suspension settings, feels slightly harsh and skittish.

Those suspension differences don't really hamper the Yamaha's lap times too much—in fact, the YZ and CR can turn almost identical times depending on the track and rider. What the YZ loses in low-speed power it makes up for in quick steering, while the Honda overcomes slower turning with kick-in-the-pants power and compliant suspension. And when the checkered flag falls there's rarely a wheel between them.

But that wheel belongs to the CR, because in this case it is the copy that beats the original. Honda's dynamite motor simply does all and more that the original '85 YZ was famous for. And with its weaker low-end, this year's Yamaha gave away the only real edge it had. And that's probably something that Honda's not about to imitate.

—David Dewhurst



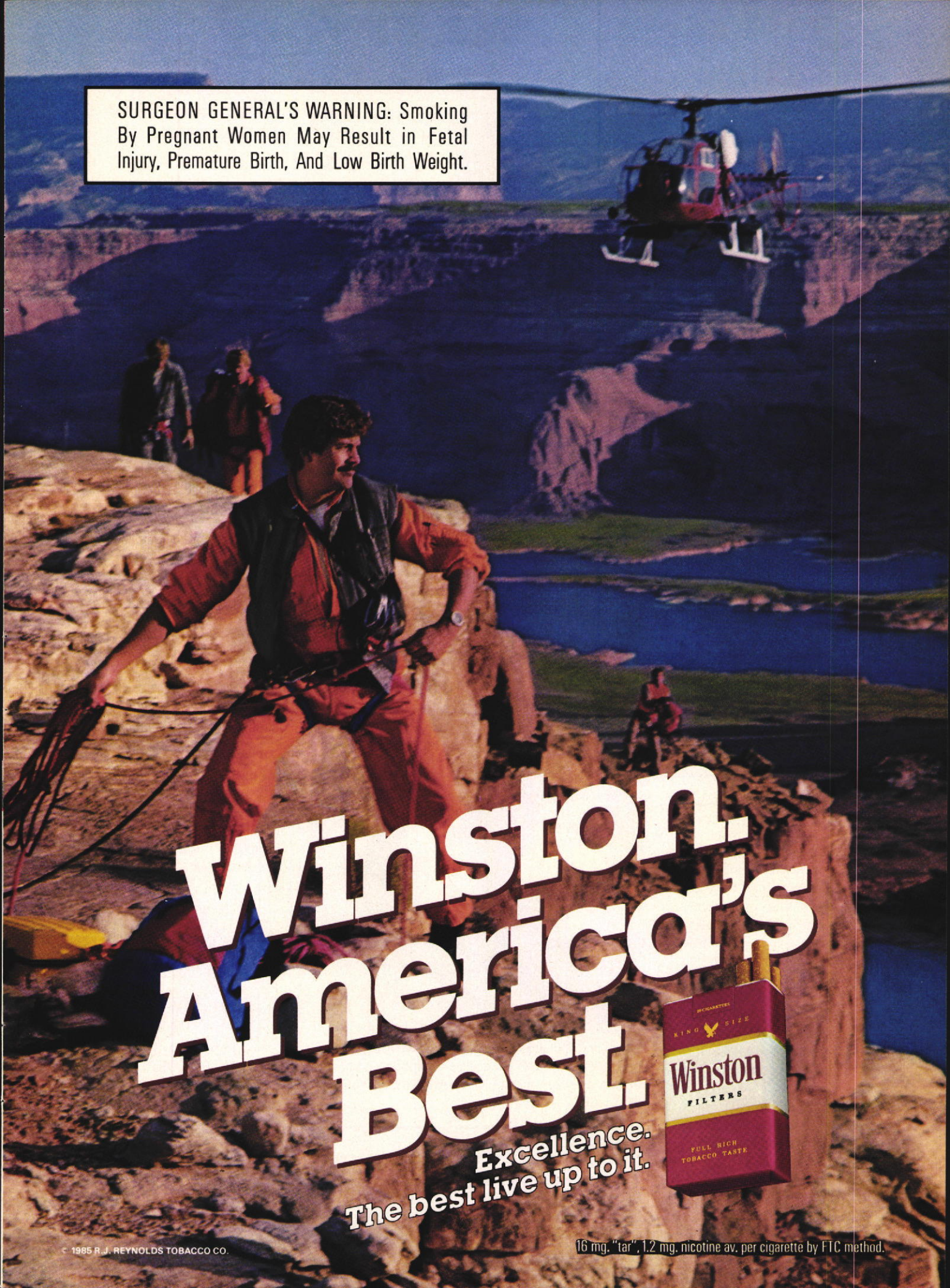
YAMAHA YZ250

Importer: Yamaha Motors Corp. U.S.A.
6555 Katella Ave.,
Cypress, California 90630

Category	motocross
Suggested retail price	$2599
Engine type	liquid-cooled two-stroke vertical single
Port arrangement	one reed-valve controlled intake, one booster intake, four main transfers, one booster transfer, one variable-height main exhaust, two booster exhausts
Bore and stroke	68.0mm x 68.0mm
Displacement	247.0cc
Compression ratio (corrected)	variable from 8.2:1 to 9.7:1
Carburetion	one 38mm Mikuni slide/needle
Gearbox	5-speed
Front suspension/wheel travel	Kayaba air-spring, 43mm stanchion tube diameter, 16-position adjustable compression damping blowoff valve/11.7 in. (297mm)
Rear shock/wheel travel	Yamaha, 28-position adjustable compression damping, brake-actuated compression damping blowoff valve infinitely variable within 3½ turns of adjuster, 25-position adjustable rebound damping, 30mm spring preload range/12.0 in. (306mm)
Weight	225 lbs. (102.1kg)
Wheelbase	57.3 to 58.3 in. (1455 to 1481mm)
Seat height	37.6 in. (955mm)
Steering head angle	28.0 degrees from vertical
Front wheel trail	4.69 in. (119mm)
Warranty	30 days on engine, frame and suspension only
Available color	white only

front brake seems just as powerful as before. The smaller front hub forced Yamaha engineers to abandon the Z-shaped spokes in the front hub although "Z" spokes are retained at the rear. And to increase wheel strength over last year's YZ, Yamaha replaced the aluminum nipples with steel parts, and abandoned the hollow rims for solid hoops.

Most of these changes are, without doubt, steps in the right direction and as a result, Yamaha engineers moved the YZ one more step along the evolutionary ladder. But everyone else has made the same kind of evolutionary advances, and stumbles like the YZ's shortage of low-end power and a less-than-perfect fork mean the YZ250 will be leaving fewer tire tracks in victory circles this year. And Yamaha's engineers have to start that much sooner on next year's YZ250. •


SURGEON GENERAL'S WARNING: Smoking By Pregnant Women May Result in Fetal Injury, Premature Birth, And Low Birth Weight.
Winston. America's Best.
Excellence. The best live up to it.
KING SIZE
Winston
FILTERS
FULL RICH TOBACCO TASTE
© 1985 R.J. REYNOLDS TOBACCO CO.
16 mg. "tar", 1.2 mg. nicotine av. per cigarette by FTC method.

WORLD FAMOUS CARRERA LE MANS HELMET TO BE SOLD FOR $69. DURING MAMMOTH PUBLICITY DRIVE

THIS IS NOT *A MISPRINT*

This is the same **Carrera** helmet that retails for $129. and has been featured in many enthusiast magazines such as *Cycle, Cycle World, Rider, Hot Bike,* and *Motorcyclist* and has been referred to as one of **"the latest and trickest...quality German craftsmanship and engineering!"** Some of its features are found only on helmets at twice the price.

NEWPORT BEACH, CALIFORNIA During a limited time, the incomparable style and prestige of the internationally famous **Carrera Le Mans** helmet, one of Germany's finest is finally being offered to the American public in this exclusive promotional campaign — **not** for its $129. retail price—but for an amazing **$69* each!**

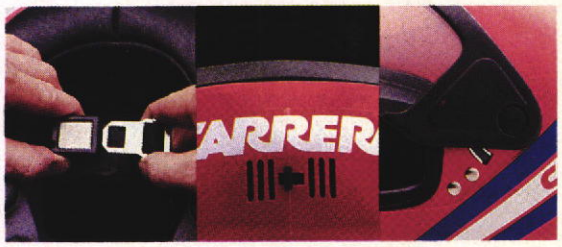
HOW IS THIS POSSIBLE?

For years our company has searched the world over for the best helmet values and have now entered into an exclusive agreement with **Germany's leading helmet** producer to buy and market the entire U.S.-bound **Carrera** inventory in an effort to gain a "foothold" in the huge North American motorcycle helmet market. Because we are selling direct, there is **no middleman mark-up.** And, since we're dealing in volume, we can pass along a tremendous savings to you. But remember, **this offer won't last forever.**

IS IT GOOD?

This helmet reflects the precision German craftsmanship that's made the name **Carrera** synonymous with high quality. Anatomically designed and wind tunnel tested, the **Carrera Le Mans** helmet has been popular with the European motorcycle racing community for some time. The popular **Carrera** is made from one of the "new" synthetics called Polyamide Nylon (superior to Polycarbonate) — a rugged material that's impervious to the effects of gas, brake fluid, solvents or cleaners. Each helmet carries a *full one-year warranty.*

The **Carrera** helmet features an **anti-scratch/anti-fog face shield** (an optional, extra cost item on most other helmets) and patented **Magnetic-track shield closure system,** for greater rider comfort. An adjustable front-to-rear **air ventilation system** and a patented **quick-release chin strap mechanism** that operates with or without gloves on. All this, **plus** vivid contrasting **Carrera Graphics** and plush **brushed-nylon** interior with padded neck roll for secure fit.



Quick Release Buckle | Flow-Thru Ventillation | Magnetic Shield Mechanism

JUST HOW GOOD?

Weighing less than many open-faced helmets, the **Carrera Le Mans** is certified to meet or exceed tough U.S. and International government safety standards, including **S.H.C.A.** and **D.O.T.** requirements. It's fully approved for use in **A.M.A.-sanctioned motorcycle competition events.**

HOW DO I GET ONE?

These new **Carrera Le Mans** helmets will not be sold at these prices by this company in any store. To order one, select your size from the chart below, choose color(s) (black, red, white), then write us directly or call our **Toll-Free Hotline** (have your credit card ready).

Carrera Sizing Chart	
Head Measure	Helmet Size
21¼" – 21⅝"	Small
22" – 22½"	Medium
22¾" – 23¼"	Large
23½" – 24⅛"	X-Large

ORDER NOW!

$69.00* for each helmet you order (Limit 2 per customer/address) **plus $4.90** shipping and handling per helmet ordered. California residents add 6 % sales tax. Please note: **Carrera** helmets are shipped with D.O.T. required **clear shields.** Replacement (anti-fog/anti-scratch) shield in clear or tint only **$12.95.**

ORDERS ONLY
TOLL FREE HOTLINE

NATION — **1-800-621-9183**
CALIFORNIA — **1-800-545-6655**

Order Follow-up — 1-714-547-7114

Call Mon.–Fri., 8:00 a.m.–5:00 p.m. Pacific Time or write to:

Exclusive Importer:
ISE SALES CORP.
3857 Birch St., Dept. C/G,
Newport Beach, CA 92660

PAYMENT: **Visa, Mastercard, American Express,** Money Orders accepted. Personal checks require four weeks for bank clearance. Do not send cash. Allow four weeks delivery. Include expiration date when ordering by credit card.

*These special prices good only thru August 31, 1986.

SPORT LINES

Cycle Guide's True Tales of Racecourses, Dark Horses and Machines at Speed

BY DAIN GINGERELLI

PHOTOGRAPHY © 1986 THE RILES FILES

By the mid-'70s, practically all the motorcycle manufacturers were building works racers

Progress for a better tomorrow, not to mention the need to build faster bikes.

End Of An Era

Works bikes on layoff.

• If the trend in American motocross is any indication, commodities investors might do well to shy away from exotic metals for the coming year. The AMA's new production-based motocross rule has gone into effect, which means the one-off factory works bikes that have populated the sport are no longer legal in AMA competition. The rule should mean a sharp reduction in exotic metals—or unobtainium, to the privateers—in American motocross.

The AMA passed the rule to help counter the rising costs of racing. With factory team budgets out of hand, and dwindling numbers of privateer entries at motocross Nationals, the AMA decided it was time for action, and outlawed one-off racebikes in U.S. motocross competiton.

Opponents of the rule fear that production-class racing will have effects beyond reduced costs, though. They say that technology in the sport will come to a near standstill, and then nobody benefits.

Roger DeCoster, a man who needs no introduction in the motocross circle, says that by limiting the racebikes to production-based machinery only, the AMA has put a cap on development. Few new ideas, he contends, will come from the factory race shops, where most of the motocross developments have originated during the past decade.

Dave Arnold, DeCoster's colleague at Honda, and the team's motocross man-

Continued

The Fazer. It doesn't fall into a category. It creates one.

If you've ever wondered why so many motorcycles are so much alike, we'll tell you. There's no real secret to it.

It's simply that most manufacturers make bikes to fit into categories so clearly defined, that one guys' machine probably won't be much different from the next guys'.

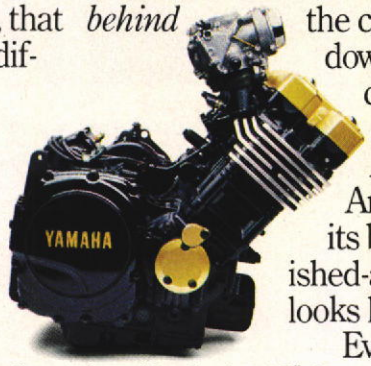
Unless it's a Yamaha Fazer. Because instead of designing our Fazer as yet another "category" bike, we designed it to create a category of its own.

How well did we succeed? Well enough to have *Cycle News* call it "...the start of a new generation of...motorcycles."

The heart of the Fazer is its Genesis engine, a 697cc liquid-cooled in-line DOHC four incorporating the world's first 5-valve design. And along with it, a 45° cylinder layout, downdraft carburetors and enough horsepower to scare the fairing off a super sport bike. While still being tractable enough to cruise around town.

Yet while power is nice, you have to be able to get it to the ground. So we build the Fazer with a box-section, wide-cradle steel frame, 38mm air-assisted front forks, and nitrogen-charged rear struts. Which, combined with triple disc brakes and a highly efficient chain drive, means the Yamaha Fazer will outhandle just about anything this side of Daytona.

But if it's easy to describe the way a Fazer performs, it's not so easy to describe the way it looks. Styling it like other bikes obviously wasn't one of our criteria. The fuel tank, for instance, doesn't sit in its traditional spot. It sits directly *behind* the carburetors and extends down to the engine. Why? Because a lower tank means a lower center of gravity. And hence, better handling.



And the engine itself, with its black crankcases and polished-aluminum everything else, looks like high-tech sculpture.

Even the wheels are arresting. Both the 16" front wheel and massive 15" rear wheel are slotted aluminum discs. More like something off a Top Fuel dragster.

And that's the point. The Fazer was never intended to be like other motorcycles.

The Fazer was intended to be like... a Fazer.

YAMAHA
We make the difference.™

12-month limited warranty. Warranty terms are limited. See your Yamaha dealer for details. Specifications are subject to change without notice. Rear view mirror(s) standard equipment. Always wear a helmet and eye protection. This model sold in California is equipped with evaporative emission control device. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect fellow riders and the environment. For further information regarding the MSF rider course please call 1-800-447-4700.

Roger DeCoster and his 1976 works Suzuki

Building technology at the factory.

Honda supported an armada of young riders

Tommy Croft weighs anchor on his 250.

ager, feels much the same. "It will be very difficult to test any new ideas," Arnold said of the rule.

Perhaps. But Arnold, and practically everybody else in the sport, agree that the factory racers in 1985 were similar in design and performance to their assembly-line counterparts. Yamaha proved there is little advantage to full-blown works bikes when its team—on a voluntary basis during 1984 and '85—switched to production-based YZs, then went on to win a pair of AMA National Championships.

Indeed, Yamaha spent about as much money testing the YZ-racers as it previously did for works bikes. But according to race director, Ken Clark, the overall race budget was reduced simply because there was little development necessary for the racers. The YZs, he contends, were developed extensively during the previous race years when new lessons in technology seemed to come with each race win. Those days are gone, and the development curve has flattened out. So Yamaha's race team asked the obvious: Why spend money foolishly on development?

Continued

FRESH HAIR.

Arai HELMET

The Arai SuperVent Fully-Vented Street Helmet.

The Arai SuperVent was created when an idea popped into our heads to solve a problem that pops up on your head: heat and sweat.

So we designed a helmet with a unique ventilation system that channels cooling air throughout the *entire* helmet. Up into your face. And all through your hair.

We developed a special liner fabric that actually draws the moisture away from your head and into the airflow, keeping you cool and *dry.*

To adjust or shut off the airflow when you like, there's a one-finger chinbar louver control that's so easy you can do it with gloves on.

Then we wrapped everything in our fiberglass shell that's so light on your head you'll hardly believe that it's also tough enough to meet or exceed both D.O.T. and new Snell 85 standards.

And for variety, there are 14 different colors and combinations, including replicas of the Arai helmets worn by Freddie Spencer, Wes Cooley and Mike Baldwin.

All of which means you won't only look cool when you're wearing your Arai SuperVent.

You'll look cool when you take it off.

Head And Visor Above The Rest.

Arai HELMET

For an Arai sticker and new 1986 Catalog, send $1.00 in cash or stamps to: Arai Helmet, Ltd., Dept. CG, P.O. Box 421, Tenafly, NJ, 07670. To order, send check or money order for $175.00, plus $10.00 for postage and handling to address shown above. Indicate size: S,M,L,XL,XXL

Competition Accessories Inc.

1944 U.S. 68 North, Xenia, Ohio 45385

"Our 26th Year Serving You"

Tele Check · VISA · MasterCard

NOTICE! For your's and our protection, we validate all charge card transactions through "Tele-Card Security Systems".

NEW **TOLL FREE 1-800-543-3535**

Ohio Callers Dial Toll FREE 1-800-252-3131

To order - check on availability - fit - price - our opinion and recommendations, etc. We now have 20 incoming lines.

FOR CUSTOMER SERVICE CALL 1-513-372-6621, 9-5, Mon.-Fri.

PHONE HOURS: Mon. thru Thurs. 9 a.m. - 9 p.m.
Fri., Sat., 9 a.m. - 5 p.m.; CLOSED SUNDAY

NEW POLICIES

- *C.O.D. orders accepted to Qualified Customers or if accompanied with money order for 20% deposit. C.O.D. Handling Charge $5.00.
- *2% additional discount on mail-in order accompanied with full payment by personal check or
- *5% additional discount on mail-in order accompanied with full payment by money order.
- *Sorry. We cannot honor these TWO ADDITIONAL discounts at our retail counter.

- We stock the largest variety of your motorcycling needs in the U.S.A.
- No matter what your motorcycling needs may be call us TOLL—FREE for a favorable price quote.
- We sell almost any name brand cycle accessory.
- We have no minimum order.
- We have the best prices - Try Us!
- Ohio Residents - Please add 5.5% sales tax. (Ohio residents please keep in mind that money orders mailed in receive 5% discount, which virtually offsets sales tax.)

COUNTER HOURS: Monday, Tuesday, Thursday 9 a.m. - 7 p.m.; Friday and Saturday 9 a.m. - 5 p.m. (Closed Wednesday & Sunday.)

EARN YOURSELF AN EXTRA 5% DISCOUNT ... SEE ABOVE BOX FOR DETAILS

Before you rush to another supplier for a few cents savings, don't forget our 5% mail in discount offer. This plus all the other discounts we offer equal a much greater savings.

FREE FREIGHT

NOTICE

We try to be aware of all our legitimate competitors prices. We make every possible effort to be competitive in today's Motorcycle Accessories Market. If by any chance you find a printed price lower than ours, please inform us of this matter; simply call us on our toll free lines. Our sales manager will gladly review the costs and our pricing on the item. You will find we do want your business both now and in the future.

Dry Rider

Vetter

VETTER
Windjammer, Lowers, Rooster, Quicksilver, Ghost, Saddlebags, Tail Trunk, Ultra Sounds, Cruise, Interbike, Vetterlite, Fiber 100,200,300

OUR VETTER PRICES ARE TOO LOW TO ADVERTISE. CALL!!!

Vetter Fairing Cover.....$26.95

SUPER SAVER SPECIALS
Vetter Bullet.....$69.95
Vetter Sting.....$69.95

RIFLE

Sport.....$167.50
Superbike.....$134.50
Handflares.....$19.50
Nightflight.....$75.50

PLEXIFAIRING

III CLEAR $82.50 III TINT $86.50
Stripe Kit.....$12.95
Plexibag.....$19.95
Plexistar II
CLEAR $62.50 TINT $66.50
Deflector Screen
*CLEAR $30.50 *TINT $35.50
*Lexan Deflector.....add $20.00
Agressor
Lt. Smoke $69.95 Black $74.95

TRACY

2000.....$119.50
2001/2002.....$164.50
Stiletto Solar.....$79.50
Stiletto Gradient.....$89.50

Chesterocke

Quartz H/L.....$22.95
100/55 Bulb.....$13.50
60/55 Bulb.....$5.95
100/90 Bulb.....$16.95

GRAB ON — All Models.....$4.95

LUGGAGE RACK

w/adj. Backrest.....$99.50

STOP & GO

TIRE REPAIR KIT
Tube Type $25.95 Tubeless $27.95
Deluxe (both).....$29.95

TIRE ACCESSORIES
Balance plus 8 oz.....$2.95
12 oz...$3.95 16 oz...$4.79
Seal-N-Air...$4.95 Breezer...$7.50
6" Tire Iron...$2.509" Tire Iron...$4.50
Std. Tube...$5.95 Mich. Tube...$8.95
Continental Tube.....$11.95

Continental

RB-2 Front
325Hx18.....$36.50
350Hx18.....$41.50
325Hx19.....$44.50
350Hx19.....$46.50

K112 Rear
MT90Hx16.....$59.50
450Hx17.....$54.50
350Hx18.....$43.50
400Hx18.....$48.50
425Hx18.....$49.50
120/90Hx18.....$49.50

SUPERTWIN
TK22
100/90V16.....$53.50
100/90V18.....$48.50
110/90V18.....$50.50
120/90V18RWL.$56.50
325V19.....$48.50
350V19.....$52.50
350V19RWL.....$58.50
100/90V19.....$54.50

TK44
120/90V16.....$56.50
130/90V16.....$65.50
130/90V16RWL.$74.50
140/90V16RWL.$75.50
130/90V17.....$64.50
130/90V17RWL.$68.50
400V18.....$53.50
425/85V18.....$60.50
130/90V18.....$61.50

BLITZ
TKH24 Rear
150/90H15.....$84.95
120/90H16.....$61.95
130/90H16.....$68.95
140/90H16.....$74.95
130/90H17.....$68.95
120/90H18.....$63.95
130/90H18.....$69.95

TKH23 Front
110/90H18.....$52.95
100/90H19.....$56.95
110/90H19.....$57.95

TKV11 and TKV12 Competition Tires Available. CALL for Super Prices.

DUNLOP

K291T Rear
MV85S15RWL.$85.50
MT90S16.....$68.50
MT90S16SWW.$79.50
MU90S16RWL.$77.50
MT90S17.....$66.50
MP90H18.....$62.50

Front
MT90S16RWL.$66.50
MR90S18RWL.$60.50
MM90H19.....$56.50
K181
*MT90x16.....$71.50
*MJ90x19.....$56.50
*RWL.....add$3.00

K391 SPORT ELITE
Rear
✓120/90V16..$53.50
✓130/90V16..$63.50
*150/80V16..$75.50
✓*130/90V17.$61.50
*140/80V17..$66.50
✓*120/90V18..$57.50
✓*130/80V18..$63.50
140/80V18Race $80.50
*100/90V19...$52.50

Front
*100/90V16...$51.50
*120/80V16...$52.50
*120/90V16...$53.50
✓100/90V18..$46.50
*110/90V18RbRwl$58.50
*100/90V19...$52.50
✓100/90V19Rib $51.50
✓RWL add....$10.00
*Race add....$10.00

K700 RADIAL
130/90VR16...$122.50
150/80VR16...$144.50
150/80VR16 Rc$166.50
130/90VR17...$116.50
140/80VR117..$126.50
120/90VR18...$107.50
120/90VR18 Rc$126.50
130/80VR18...$119.50
130/80VR18 Rc$139.50

MICHELIN.

TG22 Rear
160/80V16.....$106.50
160/60V17.....$102.50
130/70V18.....$85.50
140/70V18.....$89.50
160/60V18.....$99.50

TF11 Front
120/70V16.....$75.50
120/80V16.....$75.50
100/80V18.....$72.50
110/80V18.....$79.50
110/80V19.....$81.50

IRC

HS210 Rear
120/90H16.....$39.50
*130/90H16.....$49.50
*140/90H16.....$51.50
*130/90H17.....$49.50
120/90H18.....$46.50
130/90H18.....$51.50

HS210 Front
110/90H18.....$38.50
120/90H18RWL.$45.50
90/90H19.....$39.50
*100/90H19.....$41.50
*RWL.....add $5.00

CHAMPION · Frank Thomas · MARSEE · mikuni · PICHLER · ACCEL · CASTROL · QWIK PRODUCTS U.S.A. · KiLJi · VentureLine · NOK · Haynes · Kal-Gard · BEL-RAY · KLOTZ · Avon · Frey · daytona · amco · maxon · ELECTRONICS · Silhouette · SIDI · YUASA

METZELER

ME-99 Rear
✓130/90V16...$60.88
MT90H16RWL $66.88
* 140/90V16...$66.88
✓150/80V16...$72.88
120/90V17...$62.88
✓130/90V17...$64.88
✓140/80V17...$69.88
110/90H18Rc..$60.88
400V18.....$54.88
✓425/85V18...$60.88
✓120/90V18...$60.88
✓130/80V18...$66.88
150/70V18Rc..$86.88

• 130/90H16...$65.88
✓100/90V18...$60.88
✓110/90V18...$61.88
* 120/90H18...$60.88
MJ90H19RWL $57.88
✓325V19.....$57.88
✓350V19.....$60.88

ME-88 TOURING
150/90H15.....$74.88
130/90H16.....$67.88
140/90H16.....$70.88
130/90H17.....$69.88
120/90H18.....$67.88

ME-33 LAZER Front
✓100/90H16....$6.88
✓120/80V16...$63.88

✓Race Compound...
.....add $10.00
*Raised White Letters
.....add $10.00

BRIDGESTONE

SE-22 Rear
140/90H15RWL $63.50
150/90H15RWL $69.50
*130/90H16.....$54.50
140/90H16RWL $64.50
*130/90H17.....$55.50
110/90H18.....$50.50
120/90H18.....$52.50
*130/90H18.....$70.50

SE-21 Front
130/90H16RWL $59.50
100/90H18.....$42.50
*110/90H18.....$45.50
120/90H18RWL $55.50
*90/90H19.....$44.50
*100/90H19.....$47.50
*110/90H19.....$49.50
*RWL.....add $3.00

SE-02 Rear
150/80V16.....$76.50
130/90V17.....$61.50
140/80V17.....$72.50
120/90V18.....$58.50
130/80V18.....$64.50
140/80V18.....$70.50

SE-01 Front
100/90V16.....$57.50
120/80V16.....$66.50
100/90V18.....$48.50
110/90V18.....$51.50
100/90V19.....$53.50

CARLISLE

Rear
*MU90-15.....$55.50
*MT90H-16.....$64.50
*MU90H-16.....$66.50
*MT90H-17.....$60.50
*MP90H-18.....$59.50

Front
*MR90H-18.....$59.50
*MM90H-19.....$51.50

*Raised White Letters
.....add $5.00

DON'T BE RIPPED OFF! Read the fine print. Is the freight included in their price? Ours is included on every item on these pages!

YOKOHAMA

F200 Front
90/90H19....38.50
*100/90H19..40.50
*110/90H19..42.50

*RWL....Add 3.00

F100 Front
120/80V16.....$44.50
100/90V18.....$42.50
110/90V18.....$43.50
100/90V19.....$44.50
110/90V19.....$46.50

R200 Rear
140/90H15....$51.50
*130/90H16....$48.50
*130/90H17....$49.50
120/90H18....$50.50
*130/90H18....$51.50

R100 Rear
130/90V16..52.50
140/90V16..57.50
130/90V17..57.50
120/90V18..55.50
130/90V18..57.50

DR300 Silver.....$66.50
DR305 Silver.....$63.50
DR295 Bk USA Made.....$63.50
DR285 BK USA Made.....$59.50
DR275 Go USA Made.....$44.50
DR112 Bl or Ye, USA.....$29.50
DR121 Ye or Or, USA.....$24.50
*Boots.....$5.00
*Hoods.....$4.00
*Mitts.....$4.00
*Specify suit number and color
TOTES BOOTS slip on...$11.95

TOUR MASTER

1 pc. Rainsuit.....$53.95
2 pc. Rainsuit.....$62.95
Summer Gloves.....$20.95
Road Race 2 Gloves.....$31.95
Road Race 2 Gloves Tri.....$36.95
Fingerless Gloves.....$18.95

WIDDER

Lectric Vest On/Off.....$74.95
Lectric Vest w/Thermo.....$92.95
Lectric Chaps.....$65.95
Lectric Gloves w/Vest.....$67.95
Lectric Gloves used alone.$76.95

AUTHORIZED BATES DEALER

Fast Lane Boots.....$119.95
Road Race Gloves.....$34.50
Winter Gloves.....$36.50
Lined Street Gloves.....$25.50

BROOKS

711 Z Jacket.....$144.95
505 Chaps.....$99.95
T47 Bomber.....$144.95
973 Z Fashion.....$139.95
984 Riders Only.....$164.95
B-11 Boots.....$74.95

HEIN GERICKE

Bomber.....$134.95
V-Pilot.....$179.95
Concord.....$179.95
California.....$144.95
Boot Cut Jeans.....$134.95

DOW CANVAS

*Super G125 Dacron.....$44.50
*Super G100 Dacron.....$39.50
*Super G50 Dacron.....$33.50
*Super G45 Dacron.....$30.50
Protector PX125.....$40.50
Protector PX100.....$35.50
Protector PX50.....$31.50
Protector PX45.....$28.50
Fairing Cover X40.....$29.50
*Canvas Add.....$6.00

Go-Zee-Bi E-Z LINE

	Mid-Range	Super
Basic	$28.50	$34.50
Half	$29.50	$36.50
Full	$30.50	$38.50

TRANSWESTERN
Elect. Gloves.....$44.95

DON'T BE FOOLED

Catalogs along with their printed prices are many times obsolete before you get them. We have the flexibility in this type of ad to offer you the lowest possible price each and every month. Why go to a catalog and then still have to call for a firm price. Our low printed prices are guaranteed until 4-30-86. The next time you read an ad stating "Find the best price in this magazine, then, call us, we'll beat any price.", ask yourself why they didn't bother to print their lowest price up front and save you the time and hassle.

Competition Accessories, Inc.

1944 U.S. 68 North, Xenia, Ohio 45385

NOTICE! For your's and our protection, we validate all charge card transactions thru "Tele-Card Security Systems"

TOLL FREE 1-800-543-3535

OHIO CALLERS DIAL TOLL FREE 1-800-252-3131

To order - check on availability - fit - price - our opinion and recommendations, etc. We now have 20 incoming lines

FOR CUSTOMER SERVICE CALL 1-513-372-6621, 9-5, Mon.-Fri.

ATTENTION: Don't be fooled by Super Low Prices on similar products. All of our items are First Line, Name Brands - Not Blems, Closeouts or Cheap Imitations. We advertise the make of our products; do others???

SEE OPPOSITE PAGE FOR HOURS

eclipse

Electric Vest	$81.50
Electric Chaps	$69.50
Tank Bag, Blk, Bry	$65.50
Express Bag	$52.50
Sport Pack, Blk	$79.50
Saddlepacks Dlx., Blk,	$163.50
Saddlepacks Std., Blk,	$115.50
Roughrider S.B.	$74.50
Tail Pack, Blk,Gray	$49.50
Fast Pack	$59.50
Shoulder Strap/Luggage	$9.50
Backpack Strap	$9.50
Helmet Bra	$11.88
Cargo Bra	$11.88
Wingpack	$43.50
Tour Duffel	$56.50
All Season Gauntlet	$24.50
Deluxe Gauntlet	$32.50
Vent Back Gloves	$18.50
Super Sport Gloves	$21.50

BagMan

Premier Saddlebags	$123.50
Saddlebags	$94.50
Santa Fe Bags	$78.95
14L Tank Bag	$59.50
18L Tank Bag	$65.50
RACK/SEAT Bag	$49.50
Sissy Bar Bag	$33.50

Barnett

Honda V45 Extra Plate Kit	$64.95
Kawasaki 900 Extra Plate Kit	$69.95
Suzuki 750/850 Ex. Pl. Kit	$72.95
XS1100 Extra Plate Kit	$72.95

For Other Kits - CALL!!

Wiseco

Honda Big Bore

750/836	$209.00
1100/1123	$239.00

Kawasaki Big Bore

650/720	$209.00
900/1015	$219.00
1100/1260	$299.00

Suzuki Big Bore

750/816	$219.00
1100/1168	$229.00

Yamaha Big Bore

FJ600/652	$209.00
FJ1100/1188	$229.00

For Other Kits - CALL!!

SOS

New Priority Lite Plus	$47.95
Priority Lite	$23.95
New Pulsar Modulator	$59.95
4 Way Flasher	$10.95
Turn Signal Beeper	$6.95
Vanda Cruise	$22.95
Vista Cruise	$10.95
Super Vista	$24.95

CARB STIX II $22.50

PRO CARB STIX $27.50

ANCRA Tie Downs $12.49

KERKER

4 into 1 Std.	$199.50
K2, K2S, KR	$200.50
Interceptor	$257.50
Jet Kits	from $74.95
KX	$262.50

Jardine

Slip on Mufflers	$103.00
4 into 2 System	$194.00
4 into 1 System	$177.00
4 into 1 Black, New	$119.00

SUPERTRAPP

Slip Ons	$184.00
Racing System Black	$216.00
Super Street	$206.00

VANCE HINES

Std. 4 into 1, blk.	$198.00
Superbike 4 into 1	$216.00
Superbike 4 into 2	$239.00

Chrome & Blk. Chrome Avail.-CALL!

YOSHIMURA

*Slip Ons	$149.00
*Racer Replica or Super St.	$209.00
Series 7 Black	$169.00
Series 8 Black	$189.00
*Black Cannister	add $10.00

LOCKHART COMPETITION SERIES

Apple Warmers	$14.95
500 Oil Coolers	$89.95
600 Oil Coolers	$129.95
700 Oil Coolers	$116.95
Competition Cooler	$159.95
Lowers	$179.-$254.95
Fast Glass Fairing	$549.95
Windscreens	$41.95
Glasmask Bras	$26.95
Oil Pressure Gauges	$44.95

DERALE

QA-1	$69.50
Racing Cooler	$135.50

TELEFIX

Lowers	259.95-319.95
Brace	$61.00
Weigl Adj.Bars.	64.95
Weigl Wh.Bal.	64.95
Weigl Mo.Boy.	79.95

FOX

Street Paws	$17.95
Track Paws	$27.95
Super Street Boots	$79.95
Shox w/Springs	$129.95
Twin-Clicker Shock.	$269-$289.00

RUSSELL

Single Disc Frt.	$36.50
Dual Disc Frt. (3)	$54.50
Dual Disc Frt. (5)	$91.50
Rear Disc	$22.50
Hydraulic Clutch	$23.50
Interceptor Liquid	$84.50
Dot 5 Brake Fluid	$7.95

TARGA
KRAUSER
MAXON
NOLAN
DIAMOND
GREER
O'NEAL
AGV
KG
GSM
ATK
Panasonic
NOVO
KC HILITES
PROGRESSIVE SUSPENSION
CHASE HARPER
TSUBAKI
DRAG SPECIALTIES
Ontario moto tech corporation
Simons
SCOTT USA
CLYMER
Belstaff

CYCLE SOUND-COVER INCLUDED

Std. Speaker Poly	$76.95
Coaxial Speaker Poly	$94.95
84/85 Interstate/ASP	104.95

KRYPTONITE

Lock K4MC	$34.50
Lock Carrier, K4MC Only	$9.50
Lock K4FF	$28.95

FOX

XKMR-Radar Detector $131.95

LIBERTY

Radar Detector $269.50

COBRA

Alarm	$49.50
Alarm - Blk.	$59.50
Pager	$114.50
Sensor Kit	$26.95

K&N

4 Filter Set	$34.95
Superbike Bars, Blk	$18.95
Interceptor Filter	$19.95
Goldwing (GL1100) Filter	$16.95
Goldwing (GL1200) Filter	$20.95
Venture Filter	$26.95

DYNA III

Electronic Ignition	$82.95
Dyna S. Ignition	$72.95
Dyna Coils	$57.95
RPM Limiter	$48.95

KONI

Lifetime Warranty

76 Series w/Spring	$119.50
7610 Series w/Spring	$149.50

INTERPART

Mulholland Airshocks	$149.95
Performance Shocks	$98.95
STD Brake Pads	$12.95
Dual Friction Brake Pads	$15.95

ALLYN Air Seats $25.95, Cycle Foot $1.95

stebel

Electric Horns	$24.50
Air Horns	$29.00

MARZOCCHI

Gas Shocks $129.50

Before ordering your helmet, measure around head 1" above eyebrows and across largest portion of head in rear. If you have any questions. PLEASE CALL!!!

BELL HELMETS

Star LTD 2	$123.50
Tour Star 2	$108.50
Magnum LTD	$86.50
RT 86	$72.50
GT Royale	$164.50
Roadstar 2	$96.50
M2 or M2 Lawson	$186.50
Moto 3 Pro	$117.50
Moto 4	$136.50
GT 2 Solid	$149.50
GT 2 Multi	$179.50
ProStar	$159.50
Sport	$89.50

Marushin

VT910	$154.50
VT911	$174.50
VT-Kaze	$199.50
MZ-F	$56.95
MZ-H Solid	$58.95
MZ-H Dual	$64.95

SIMPSON

*Bandit	$169.50
*Voyager	$139.50
*Horizon	$129.50
Enforcer	$89.50
JB	$89.50
*Tri-Color	add $20.00

Arai

F-1	$159.50
*Astro Super Vent Snell '85	$116.50
Ultra Light	$222.50
Signature Snell '85	$132.50
*Classic Open Snell '85	$69.00
MXV	$99.00
*Vintage Series	add $10.00

SHOEI

Z100V Snell '85	$189.95
Z100V Tri-Color	$199.95
RF105V	$104.50
RF105V Tri-Color	$143.50
GX-1	$174.95
RV Vogue	$199.95

maxon ELECTRONICS

HI Intercom	$59.95
HR Intercom	$74.95
RDI Supernet Radar Detector	$129.95

NEP SALES

Cruise Control	$7.49
530 Sprocket Chain Kit	$82.00
630 Sprocket Chain Kit	$94.00

DID Chain

630V (O Ring)	$54.95
530HDL (O Ring)	$44.95

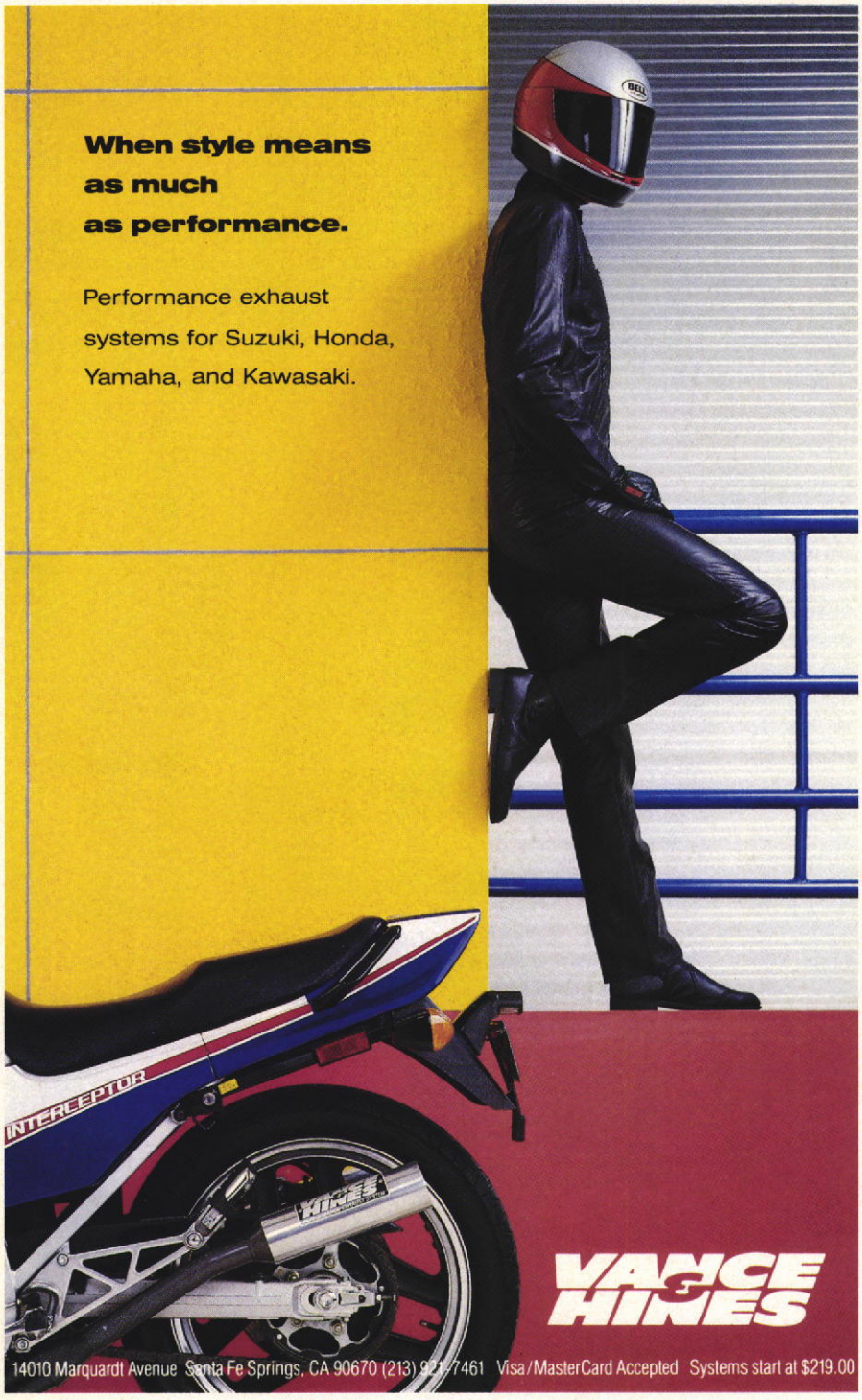
RK

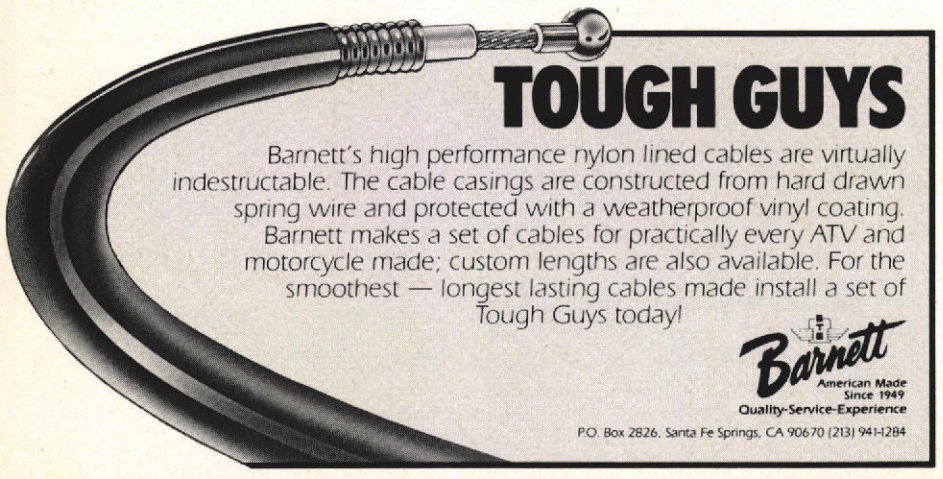
*530SO O Ring Chain	$44.95
*630SO O Ring Chain	$54.95
*Gold	Add $25.00

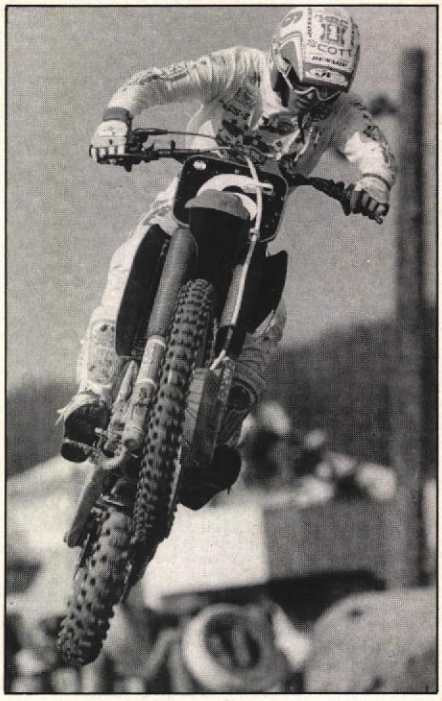
"Our 26th Year in the Motorcycle Business"

If you think our accessory prices are super, try our motorcycle prices on Yamaha and BMW - CALL TOLL FREE 1-800-543-3535

We finally have our new warehouse, shipping department, and super computer in full operation. This will enable us to have an even more complete inventory, ship even faster, have all order status info at our fingertips and customer service will be able to help you much faster. Our goal is to make mail-order buying, the fastest, easiest, suriest, most-satisfying and by far the most economical way of purchasing your motorcycle needs. We wish to thank our many thousands of repeat customers who hung in there with us until we were on this system and operating smoothly.

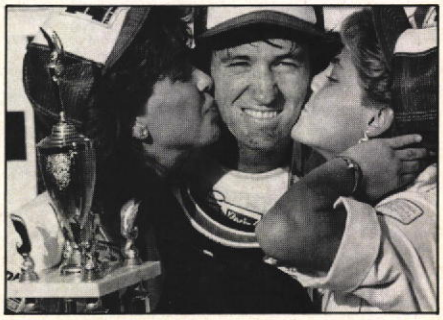

When style means
as much
as performance.
Performance exhaust
systems for Suzuki, Honda,
Yamaha, and Kawasaki.
INTERCEPTOR
VANCE & HINES
14010 Marquardt Avenue Santa Fe Springs, CA 90670 (213) 921-7461 Visa/MasterCard Accepted Systems start at $219.00


TOUGH GUYS
Barnett's high performance nylon lined cables are virtually indestructable. The cable casings are constructed from hard drawn spring wire and protected with a weatherproof vinyl coating. Barnett makes a set of cables for practically every ATV and motorcycle made; custom lengths are also available. For the smoothest — longest lasting cables made install a set of Tough Guys today!
Barnett
American Made
Since 1949
Quality-Service-Experience
P.O. Box 2826, Santa Fe Springs, CA 90670 (213) 941-1284



Ron Lechien going fast on his works Honda

He was just as quick on his prod-racer.



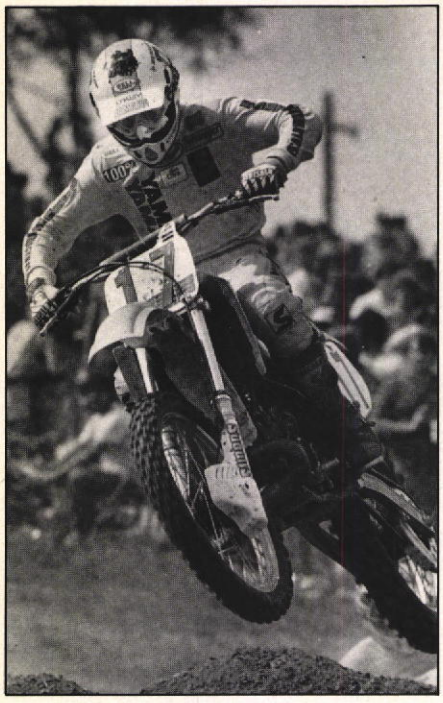
The same guys will still win the races

And enjoy the spoils.

Even Arnold, who opposes the new rule, suggested last year that there was little difference between the factory bikes and what was sold off the dealer showroom: "There is not as big a gulf between works (bikes) and a good privateer (bike) as people think. Ron Lechien (who rode for Honda last year) goes just as fast in practice and testing on the production bike as he does on the works bike." Arnold said that Lechien and other team riders last year raced the factory flyers instead of the production-based practice bikes simply because the special racers were available. "It's mostly psychological," Arnold said.

That psychological edge might benefit the privateers more than the works riders, now that both factions enter a shootout with the same ammunition. "Overall," said privateer Jeff Hicks, "it's a good rule. Now nobody will say a guy won because he was on a factory bike. He will have won because he was the best rider."

Former Honda factory rider Chuck Sun concurs, but thinks that the factory riders will stay at the front and continue to win



Rick Johnson on a YZ250, 1984

Making a big production out of winning.

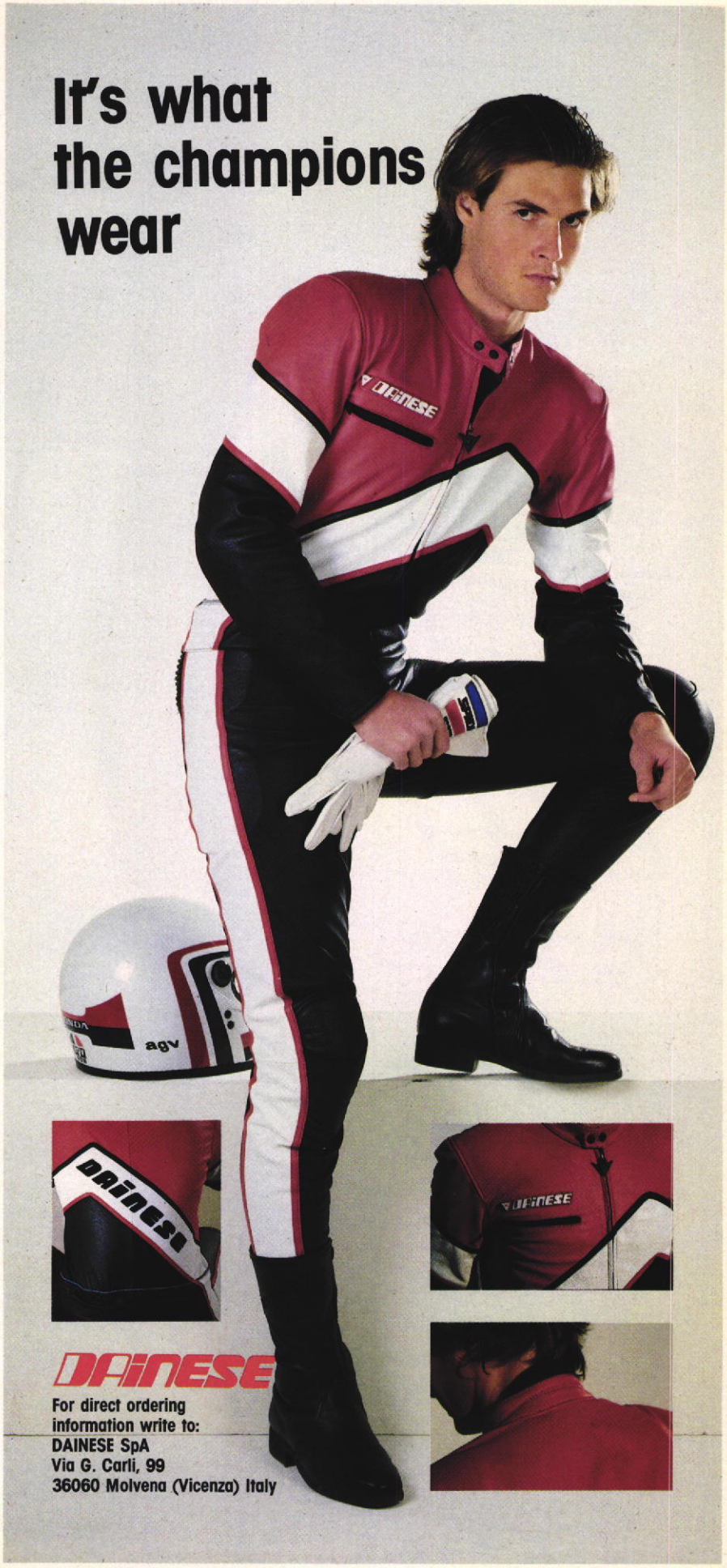
RJ and David Bailey in victory circle

A case of the winners sharing the spoils?

the races. "The same guys will be racing each other," Sun said. His prophecy came true at the first race this year, the Anaheim Supercross, where factory riders Rick Johnson and David Bailey bumped and nerfed each other throughout the 20-lap Main for the win. Finally, Bailey put his CR250R ahead of Johnson's, and the pair were joined on the victory podium by fellow Honda teammate Johnny O'Mara. The first privateer was 10th-place finisher, Jeff Leisk. For his ride, Leisk picked up the $1000 check from Nippondenso Spark Plugs, awarded to the top privateer of every Supercross this season.

Whether the rule will benefit the motocross technology is uncertain. As for the ultra-trick factory works racers, they're a thing of the past, relics we might never see again. Perhaps privateer Jo Jo Keller put the situation into perspective when he said, "It's always been my goal to get a factory bike. And now I can't." But neither can anyone else, which should guarantee that the start line of an AMA motocross won't be an exotic-metals exhibition.

Continued



270 PAGES – OVER 5000 ITEMS

FREE! CATALOG

WORLD-CLASS BLOWOUT SALE

KERKER

VANCE & HINES

Jardine

SUPERTRAPP

MAC

TRACY

national cycle

SCOTT

Dry Rider

BELL®

BEST PRICES

All models available

ROADSTAR	69.50
TOUR STAR	79.50
STAR LTD	99.50
TRAIL STAR	79.50
MOTO 3	99.50
MOTO 4	134.50

BIGGEST STOCK U.S.A.

Measure Around Head Before Calling

SHOEI

Arai

SIMPSON

Griffin

DUNLOP

IRC

MICHELIN

Conti

METZELER

HENG SHIN

YOKOHAMA

CARLISLE

PIRELLI

eclipse USA

FREE FREIGHT

MasterCard VISA COD OK

ASK OPERATOR FOR BLOW OUT INFO

It's easy...call FREE for catalog or prices on any cycle parts or accessories. We gladly ship C.O.D. with no deposit. You don't pay 'til you have parts in hand!

24 HRS/DAY 7 DAYS WK

800-328-9280

DENNIS KIRK.

MOTOCROSS:

Yamaha Monoshock

And then there was one.

Bob Hannah winning his first AMA title

And he did it on a Monoshocker.

• Yamaha can, in part, thank Suzuki for the Monoshock system. It was Suzuki, not Yamaha, that Belgian engineer and Monoshock-designer, Lucien Tilkens, first approached to sell his idea. Suzuki hesitated, but Yamaha swung at the pitch and connected. That was 1972, and motocross racing hasn't been the same since.

Still, the Monoshock principle wasn't new even then—NSU experimented with a single shock absorber in the mid-1930s and HRD used a triangulated swingarm, albeit with dual horizontal shocks, in the '20s. But Yamaha's willingness to develop the system for production models *is* significant: Prior to 1974, when the Monoshock was introduced on the first production YZ250, Japanese manufacturers were reluctant to reveal race secrets to the competition. Once Yamaha opened the floodgates, however, race technology flowed freely into dealer showrooms via production bikes.

Compared to today's sophisticated rear suspension systems, Yamaha's original Monoshock was archaic, to say the least. The nitrogen-charged shock absorber connected the top of the steering head to the triangulated swingarm. The early units had no external damping adjustments, either, and were similar to the systems used on Yamaha's TZ roadracers. Indeed, the technology swapping that went on between the company's race shops underscored further Yamaha's determination to perfect the Monoshock system.

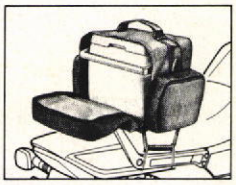
Good, bad or otherwise, Yamaha's Monoshock was a success, if for no other reason that it opened the Japanese manufacturers' eyes to the importance of crossbreeding technology from racebikes to their production counterparts. For that reason, the Yamaha Monoshock will always be considered as a turning point in how Japan conquered the motorcycle world. —*Dain Gingerelli*

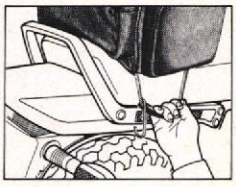
FAST PACK®

FORWARD THINKING IN REAR PACK DESIGN.

At Eclipse, design innovation is a natural part of our daily routine. It's just one of the reasons why our new Fast Pack is unsurpassed for delivering maximum rear storage performance. The main compartment is large enough for a helmet, riding gear, books... or even a small cooler! And even after years of use, its stylish design holds up—empty or full. Fast Pack's **three external pockets** are perfect for smaller items, while reflective accent stripes add an extra touch of attractive safety. In addition, a **raincover and shoulder strap**, for conversion to a convenient, versatile carry-all, are included.

Taking Fast Pack with you is as easy as filling it with your gear: the **hideaway mounting system** attaches securely, in seconds, to any seat or rack. From scooters to muscle bikes, Fast Pack is every rider's answer to the ever present storage question.





Best of all, Eclipse quality—in design, materials and construction—guarantees years of reliable, hassle-free service. Put some forward thinking to work for you: Fast Pack from Eclipse!

For a free catalog of all Eclipse products, call **1-800-521-3092.** Michigan residents call 313-761-1170.

Eclipse, Inc.
P.O. Box 3701, Dept. CG4
Ann Arbor, MI 48106

eclipse

GET IT ON!

MOTORCYCLE SAFETY FOUNDATION

32,000 VOLT IGNITION COILS

for conventional ignitions

for electronic ignitions

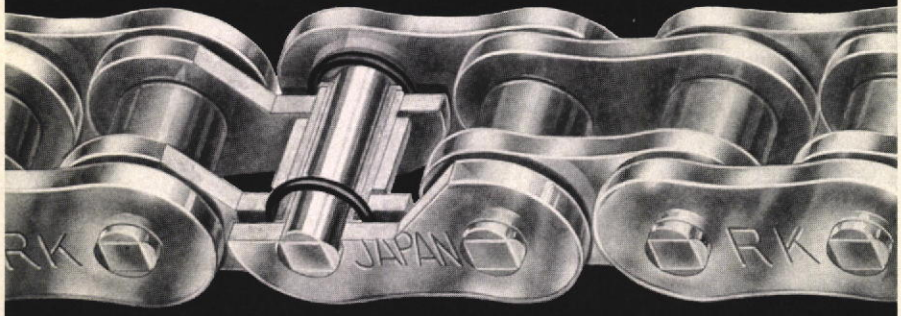
ANDREWS PERFORMANCE CAMS & COILS

More power at high RPM
• Easier Starting
• Faster Warmups
• Easy Installation • Two Bolt-on Models fit 250cc-up
• Matching Wire Sets Available.

Free Catalog • Dealer Inquiries Invited

5212 N. Shapland • Rosemont, IL 60018 • (312) 992-4014

RK 20,000 MILE "O-RING" WARRANTY



Why RK is Winning

Top Pros and Factory Teams like Freddie Spencer, Team HRC, Vance & Hines Racing and others don't really need the RK CHAIN 20,000 mile warranty, but they know why we can offer it.

RK builds each chain as if our reputation and their depended on it. That's why with every RK O-RING CHAIN you get a no-hassle 20,000 mile limited warranty for street use, or a 5,000 mile or one year warranty for off-road use.

Motorcycle RK Chain
Takasago Chain Co Ltd

"World Class Chain for World Class Riders"

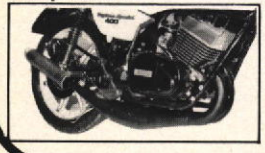
Send $10 to FTM & ASSOCIATES, 550 West Regent Street, Unit 301, Inglewood, CA 90301 for your Team RK T-Shirt & Racing Patch plus an RK mail-order catalog. "O" Ring Prices start at $45.

FACTORY PIPE PRODUCTS

RZ 350 PIPES

13 h.p. increase @ 10,500 RPM, 20 lbs. lighter than stock, wide power band, only 4 dba louder than stock. Retains side & center stand. $199.00, includes 4 aluminum silencers.

R5-RD 250, 350, 400, Daytona
Rebuildable aluminum silencers, tapered headpipes, hydro formed construction. $175.00 per complete set.

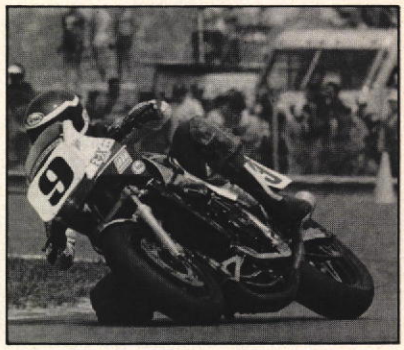


Kawasaki H1/H2
True performance Kawasaki Triple pipes, suitable for street or track. Features rebuildable aluminum silencers & tapered headpipes. $210.00 per complete set.

We guaranteed that our pipes out perform any pipes on the market at any price or we will refund 101% of your purchase price plus freight.

FPP
816 Waugh Lane
Ukiah, Ca. 95482
(707) 463-1322

Pit Bits



Wes Cooley, at Daytona 1985
His last Superbike finish.

© 1986 PAUL BUCKLEY

• Five-dollar BMW: In an effort to raise money to help Wes Cooley meet his medical expenses (incurred after his 1985 Sears Point crash), the Pro Rider Benefit Fund is holding a nationwide raffle. First prize is a BMW K100; helmets and riding gear will be awarded to runners-up. Raffle tickets cost $5 each, and the tickets are tax deductible. Forms are featured in the Pro Rider Benefit ad found in most motorcycle magazines. Winners will be announced on "Motoworld," Monday, April 28 on the USA Network.

• Spencer a 10: The Associated Press in Europe announced its Top 10 International Sportsmen for 1985, and included in the list was 250cc and 500cc World Champion, Freddie Spencer. Other Americans named to the international sports list were "Marvelous" Marvin Hagler (boxing), Matt Biondi (swimming) and Michael Spinks (boxing).

• Greening of America: Kawasaki has joined Yamaha and Suzuki in their support of privateer racing this year. Kawasaki's contingency program includes $1.3 million for dragracing, motocross and roadracing, with the biggest chunk of change earmarked for the AMA 250 and 500 Outdoor Nationals ($399,720) and AMA 250 Supercross ($279,000).

• Kawasaki Superbike: Talk at Kawasaki headquarters in Santa Ana, California, is focusing on Superbike racing for 1987. Although no official announcement has been made, word is out that if the new 750cc sportbike is introduced in time for Daytona, a racebike will make its debut, also.

• From the believe-it-or-not file: What do cemeteries do with their exhumed, so to speak, dirt? In the case of Roosevelt Memorial Park in Gardena, California, the excess earth is reincarnated elsewhere on this planet. According to Wayne Brickey, Roosevelt Park's curator and all-around groundskeeper, the dirt is transferred to nearby Ascot Race-

Looks like another dead heat at Ascot

A grave situation in Turn One.

way for use on the half-mile oval. And, no, this is not an April Fool joke. We're dead serious.

• Lucky Roberts: Kenny Roberts' Grand Prix team will debut its Lucky Strike-sponsored YZR500s at a race in Malaysia, April 6. According to Roberts, team riders Randy Mamola and Mike Baldwin will use the South Pacific race to sort out the vee-four 500s before the first GP, May 5 in Spain.

PHOTOGRAPHY © 1986 DAVID DEWHURST

Kenny Roberts discusses his 1986 GP team

Talk about Lucky. . . .

• Laguna Roberts: While Roberts said he doesn't plan to race any of the GPs, Laguna Seca is on the agenda. "I'll probably race Laguna," Roberts said. "It's a well-promoted event, and I just enjoy racing there." If KR *does* race the Laguna Seca National, July 13, he'll probably ride one of the team's spare bikes, minus the Lucky Strike colors, since the sponsorship deal, he said, applies to international racing only.

• Quote Department: Moments before Freddie Spencer rode the replica of Gottlieb Daimler's motorcycle (built by Jim Carlton, Roy and Ray Behner, and Fred Hoffman) to help the AMA celebrate motorcycling's 100th anniversary, Carlton gave the three-time world champ a bit of advice. He said, "I can guarantee that it will vibrate like nothing else you've ever ridden." Spencer's reply: "Oh, I don't know, there was this Honda triple that I had in '83. . . ."

Continued

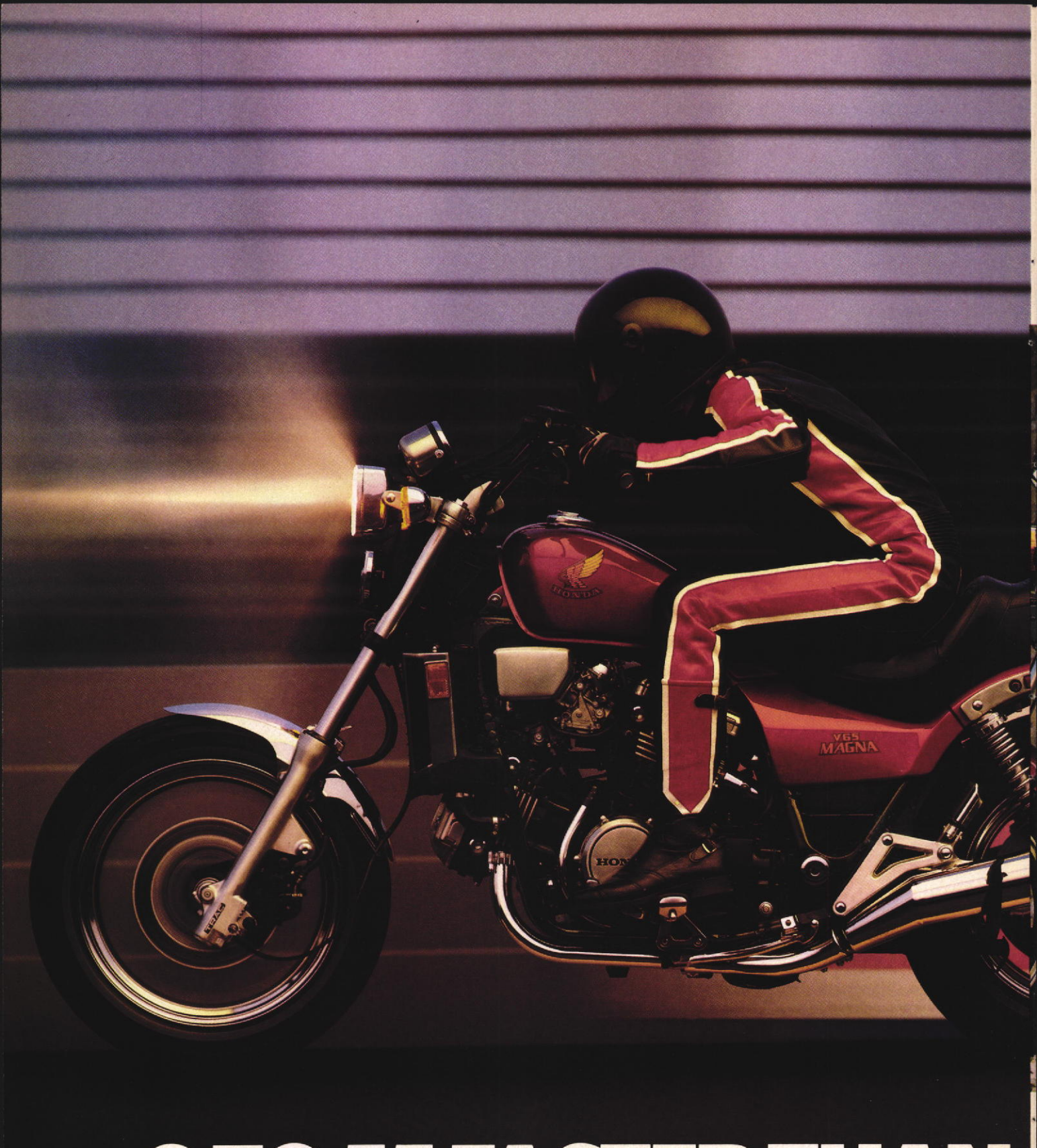
INTRODUCING THE VS1. **INTRODUCING THE VS1.**

Lazer's lighting the way in new helmet technologies, and the proof's on this page! Check out the VS1, a modular helmet that meets or exceeds domestic and international safety standards. This revolutionary helmet offers both open and full-face options: the fully vented chin bar firmly interlocks with the main shell, and yet is easily removable with a screwdriver. This unusual design innovation makes the VS1 as strong as a full face, and much safer than "add-on" type helmets. Additional VS1 features include: • ultra-lightweight Ronfalin® TX-60 construction (for strength and solvent resistance) • long, vented, peaked visor • luxurious terry velour interior • quick-release buckle • unique venting system for cool riding • modern design and graphics! Available in sizes XS to XL, and in black, white, red, blue and yellow.

Enormous time and engineering effort went into the development of our newest off-road/ATV helmet. You won't be able to find a better built, more innovative one anywhere else. That's why we'd like to introduce you to the VS1. And the VS1!

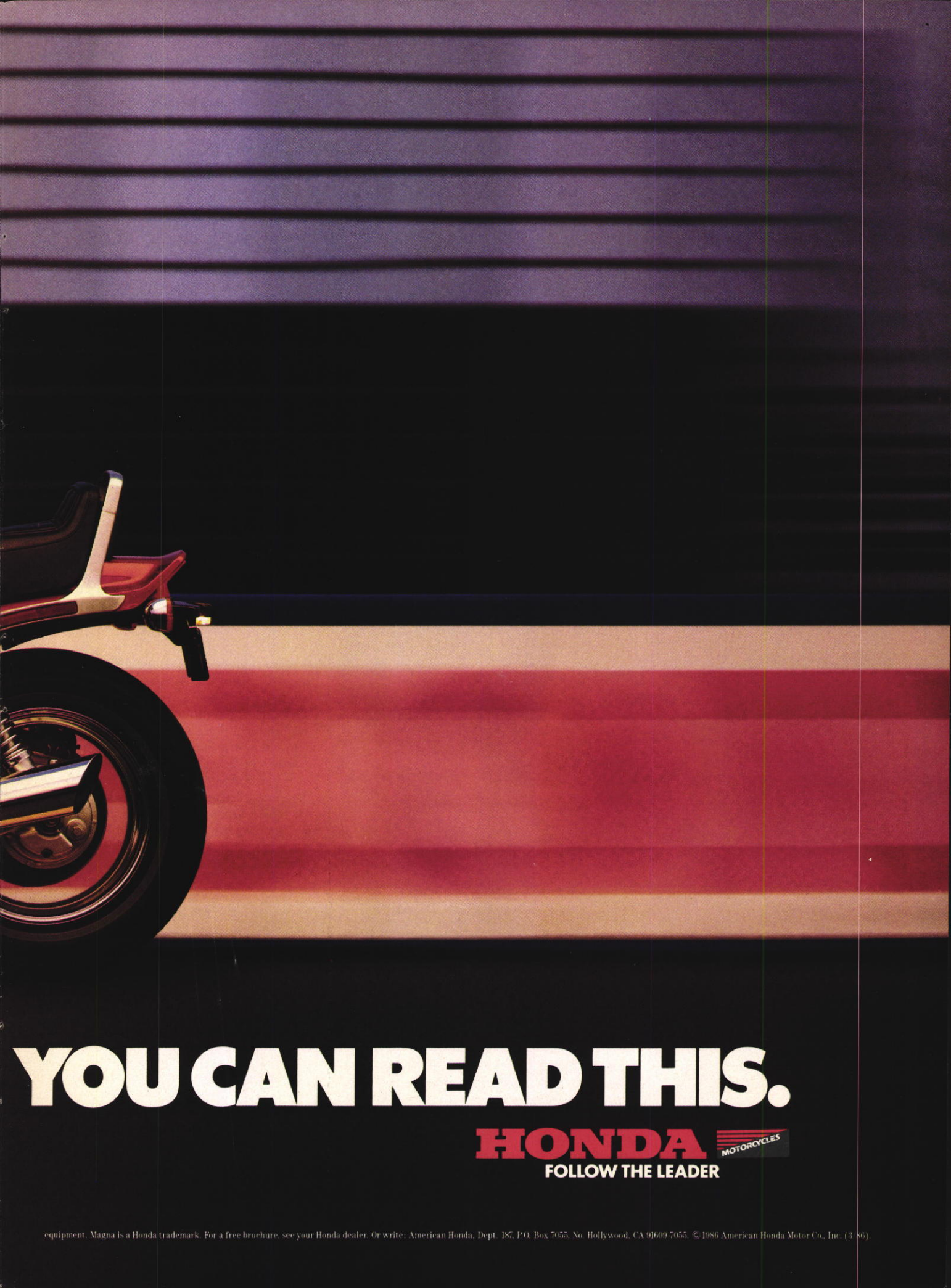
LAZER
LIGHT YEARS AHEAD

To order direct: send certified check or money order for $89.95 to Lazer Helmets, 31139 Via Colinas, Suite 302; Westlake Village, CA 91362. Include $15 shipping/handling. California residents add 6½% sales tax. Continental U.S. orders only. State hat size and color choice.



0 TO 55 FASTER THAN

Ride like a pro: Always wear a helmet and eye protection. Always ride at safe speeds. Follow the rules of the road. And please, read your owner's manual carefully. The V65 Magna™ has a 12-month unlimited mileage warranty. See your local Honda dealer for complete details. Specifications and availability subject to change without notice. Rearview mirrors are standard equipment. California version differs slightly due to emissions



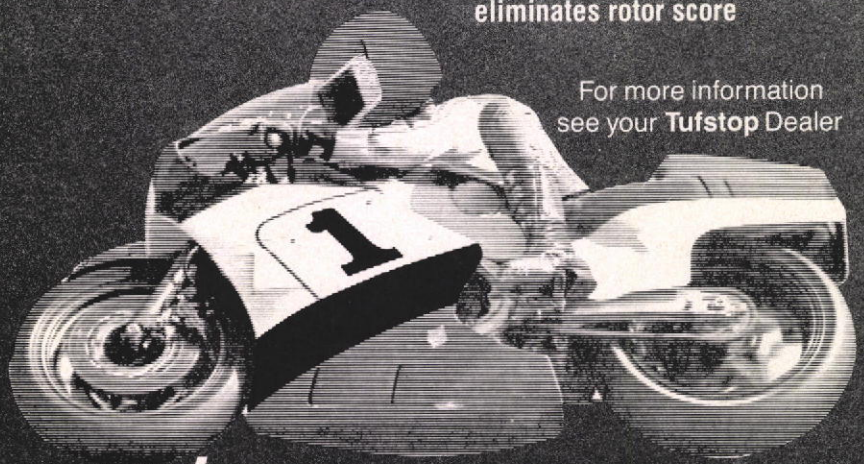
equipment. Magna is a Honda trademark. For a free brochure, see your Honda dealer. Or write: American Honda, Dept. 187, P.O. Box 7055, No. Hollywood, CA 91609-7055. © 1986 American Honda Motor Co., Inc. (3-86).

TUFSTOP

Dual Friction Brake Pads

- Increased stopping power in wet conditions
- Non residence construction to reduce brake squeal
- Advanced construction for extended brake pad life
- Superior brake pad design eliminates rotor score

For more information see your **Tufstop** Dealer



ProMan Santa Ana, California 714-754-6663

RICK MEARS, MOTORCYCLIST & RACE DRIVER.

"Winning on the race course takes two things. A well maintained machine and a skillful, alert driver. It's a lot like motorcycle riding. To ride well you have to take care of your bike and drive alert in street traffic. You have to be constantly aware to ride safe. That's how I stay ahead, both on the race course and on the streets."

RIDE AWARE. SHOW YOU CARE.

MOTORCYCLE INDUSTRY COUNCIL, INC. MIC

Winners & Losers

Factory Racing: 1971-1985

They gave us the works.

Gary Semics soars his 1975 Kawasaki

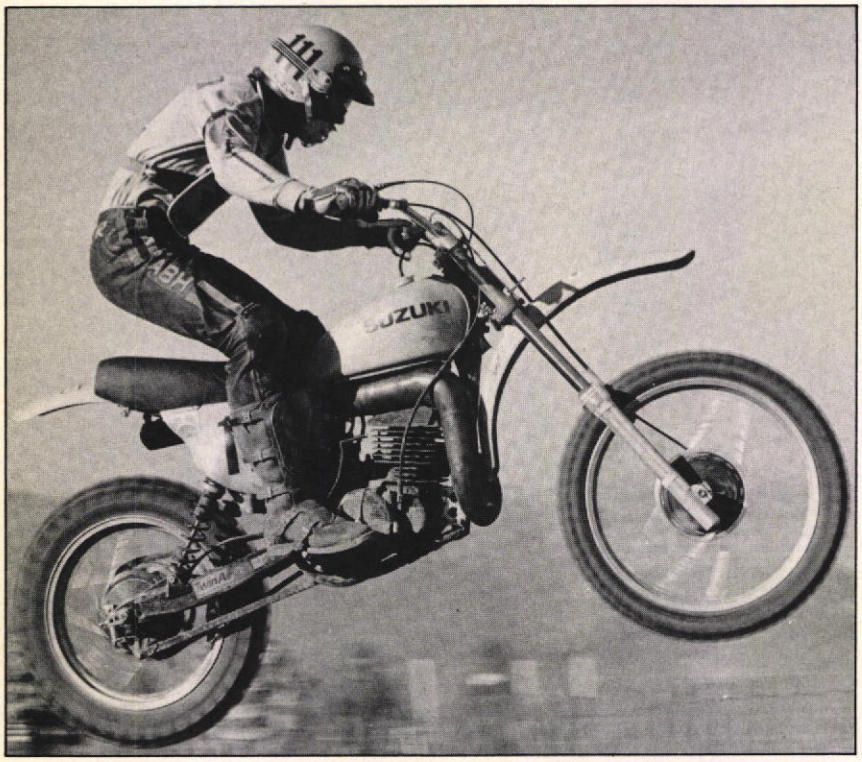
The down-pipe gets high.

• Something had to give. It was to be either the factories' race budgets, or the sport itself: Yamaha led the push, and after nearly a decade and a half of pumping millions of dollars into American motocross racing, the AMA agreed that it was enough. The whistle blew and it was quitting time for the works era. Beginning this year, exotic works bikes in American motocross racing are a thing of the past.

But their passing is not without celebration. It was the works racers that bolstered motocrossing's image in America; a "performance image," as Yamaha race director Ken Clark put it. It was an image spawned from racers crafted of exotic metals, and ridden by young men—teenagers in many cases—who were paid six-digit salaries to ride them.

The acceptance of the production-based rule, in the opinion of some race insiders, will alter the sport forever. Regardless of motocross racing's future, though, its past is firmly etched in the history books, and much of that past centers on the works bikes' successes and failures. A colorful time, indeed, and certainly an unforgettable chapter in moto-history.

To celebrate that era, we've listed some of American motocross racing's more significant moments. And to think it all began with a production-based Yamaha DT-1MX . . .



Nobody could do more with works bikes than five-time World Champion, Roger DeCoster

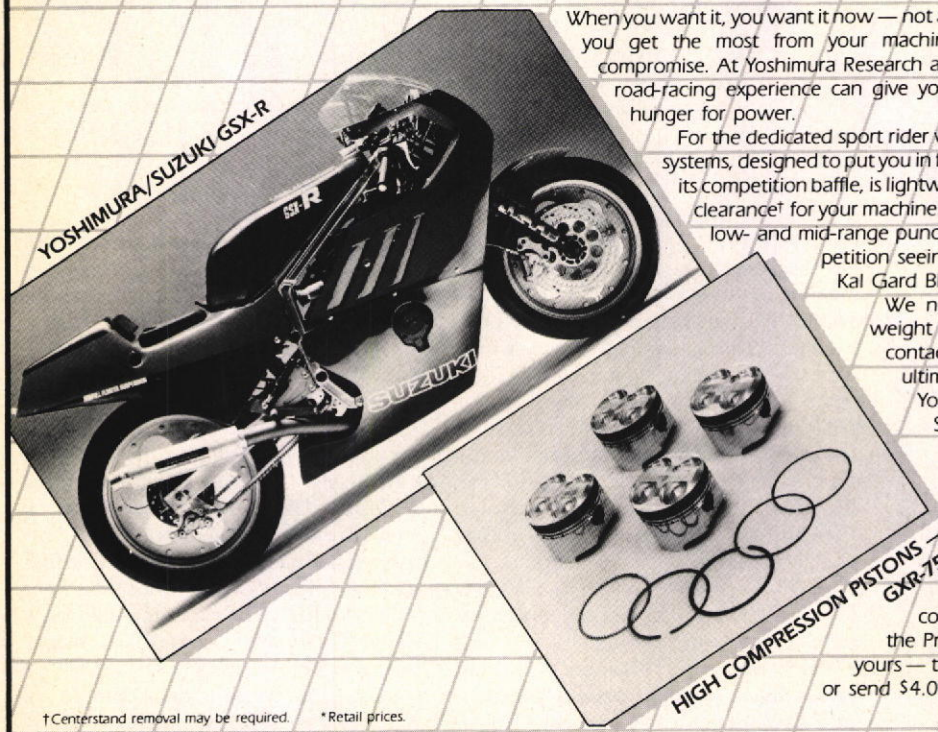
His switch to Honda paved the way for that company's domination.

- 1970: Don Jones builds a highly modified version of a Yamaha DT-1MX for his sons (Gary and Dwayne) to race. After the race season, one of the bikes is shipped to Yamaha (Japan) for evaluation.
- 1971: Gary Jones wins the Inter-AMA Series on a Yamaha YZ250, scoring the first U.S. championship for a Japanese manufacturer.
- 1972: Kawasaki forms its U.S.-based works team.
- 1972: First Superbowl of Motocross is held at the Los Angeles Memorial Coliseum.
- 1973: Long-travel suspension revolution begins. Some bikes have as much as 4.5 inches of travel.
- 1974: First AMA Supercross Series. The two class champions are Pierre Karsmakers (Honda, 250cc) and Gary Semics (Kawasaki, 500cc).
- 1974: Yamaha introduces the Monoshock rear suspension to the American market.
- 1975: Harley-Davidson, via its Italian connection Aermacchi, goes motocross racing. In an effort to develop a long-travel rear suspension, modified fork tubes replace conventional shocks. Now that's Italian!

Continued

POWER . . .

YOSHIMURA



When you want it, you want it now — not a split-second later. The question is, how do you get the most from your machine without sacrificing reliability? Don't compromise. At Yoshimura Research and Development of America, our years of road-racing experience can give you exactly what you need to satisfy your hunger for power.

For the dedicated sport rider we offer PRO-Series Racing Replica exhaust systems, designed to put you in front of the pack. Our PRO-Series pipe, with its competition baffle, is lightweight and provides the maximum cornering clearance† for your machine. Its no-compromise design gives you better low- and mid-range punch with a top end that will leave the competition seeing nothing but your taillights. Available in Kal Gard Black finish . . . . . from $230.00*

We now offer Stage Kits for Suzuki's featherweight powerhouse GSX-R750. Keeping in close contact with Suzuki makes us able to offer the ultimate 1-2 knockout punch of Suzuki/Yoshimura. Our Stage I Kit contains our PRO-Series Racer Replica exhaust system, Mikuni 33 Smoothbore carburetor, Stage I camshaft, and a 13,300 RPM ceiling ignitor. Valve springs are optional. We also have Stage II and Stage III Kits available for the serious road racer.

If your hunger for power exceeds your bike's stock condition, Yoshimura is confident we can satisfy you. At Yoshimura, the Precision, the Performance, the Power is all yours — to overpower the competition. Give us a call or send $4.00 for our latest catalog.

†Centerstand removal may be required. *Retail prices.

Yoshimura Research and Development of America
4555 Carter Court, Chino, CA 91710 (714) 628-4722, (714) 627-9249, (800) 634-9166

NEW MARZOCCHI SYMBOL SHOCKS

Marzocchi's newest and most advanced gas twin shock. Symbol shocks feature externally adjustable, four position rebound dampening and five step preload adjuster. Separate gas and oil systems positively eliminate fade. New chrome body with black spring for a custom appearance. Backed by Marzocchi's lifetime, limited warranty and available for most popular twin shock bikes. List $175 per pair complete with springs.

ALSO AVAILABLE:
Strada Gas Shocks - $139, A84 Chrome & Black Shocks - $99, 700/750 Interceptor Monoshock - $249, BMW K100 Monoshock - $139

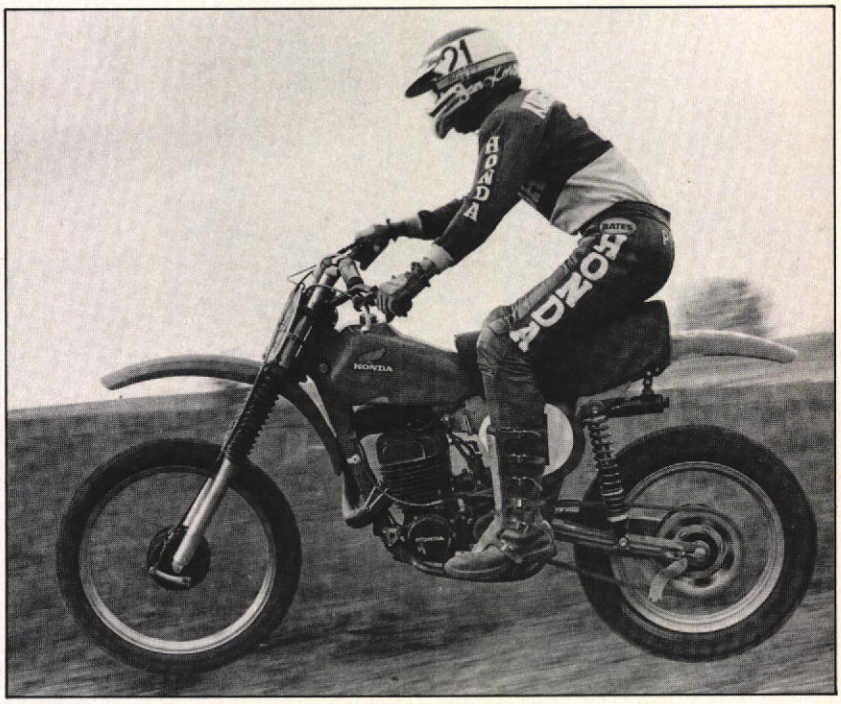
MARZOCCHI

COSMOPOLITAN MOTORS INC.
301 JACKSONVILLE ROAD • HATBORO, PA 19040
1-800-523-2522
IN PA CALL (215) 672-9100

Motorcycle Mechanics Institute
2844 W. Deer Valley Rd., Phx., AZ 85027
(602) 869-9644

☐ V.A. Info ☐ Financial Aid Info. CG
Name _____
Address _____
City _____ State ____ Zip ____
Phone _____ Age ____

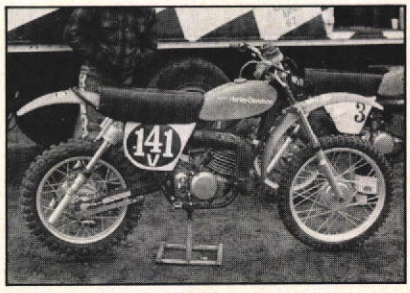
Winners & Losers



Pierre Karsmaker rode for Yamaha and Honda in the '70s

He made motocross more than a sport—it became a business.

- 1975: Bell Helmets introduces the Bell Moto, a helmet designed specifically for motocross.
- 1976: Supercross Series is pruned to one class. Jim Weinert wins the championship with a Kawasaki 250.
- 1976: Bob Hannah (Yamaha) wins first of his six AMA motocross titles.
- 1977: Broc Glover (Yamaha) wins first of his six AMA motocross titles.
- 1977: Honda's Marty Smith races an RC400-77 works bike with 12 inches of suspension travel. Together, Smith and Honda win the AMA 500cc championship.
- 1978: In an effort to shorten the RC450-78's ride height, Honda reduces rear suspension travel 1 inch. The front suspension remains the same as the RC400-77's, and riders complain of poor handling. To correct the problem, Marty Smith builds a bike from his 1977 bike's spare parts, and finishes third in the standings with essentially a replica of the previous year's championship bike.
- 1978: Marty Tripes (Honda) wins the 250 USGP at Unadilla, first home win for an American in international competition.
- 1978: Larry Works joins CYCLE GUIDE staff, becoming the magazine industry's first works rider.
- 1979: Suzuki's twin-shock RM400 works bikes take suspension travel to new extremes, with 15 inches of travel front and rear.



Harley-Davidson's first motocross racer

A thoroughly forked up suspension.

- 1979: Kawasaki introduces Uni-Trak rear suspension.
- 1979: Maico is seven years ahead of the AMA's production-based timetable—the German factory informs its race customers of all changes and modifications to Danny Chandler's works racer.
- 1979: Jim Weinert equips his Kawasaki with paddle-tread tire for the Oakland Supercross. Later, the AMA bans the unorthodox tire.
- 1979: After rejecting Belgian engineer Luchien Tilkens' design for a monoshock rear suspension in 1972, Suzuki experiments with a leading-link fork developed by Italian engineer Valentino Ribi. The experimental fork is fitted to world champion Roger DeCoster's RM500.
- 1979: Husqvarna adds 20mm to its 250CR's swingarm, making it one of the longest motocross bikes in competition.

Jim "Jammer" Weinert, 1976

He brought personality to MX

Honda's 1977 RC-400-77 works racer

15 inches, and whatta ya get?

- 1980: American riders sweep the three USGPs; 125, Johnny O'Mara (Honda); 250, Ken Howerton (Suzuki); 500, Marty Moates (Yamaha).
- 1980: Roger DeCoster switches to Honda. The era of Honda's domination of U.S. motocross begins.
- 1981: U.S. team sweeps the Trophy (500cc) and Motocross (250cc) des Nations international meet for the first time.
- 1982: Brad Lackey (Suzuki) and Danny LaPorte (Yamaha) win the 500cc and 250cc World Championships.
- 1982: Danny Chandler (Honda) wins all four motos at Trophy and Motocross des Nations, leading another U.S. sweep.
- 1983: Yamaha announces plans to scuttle its works racebike project, leaving the team's riders to compete on YZ production-based models.
- 1984: Rick Johnson (Yamaha) wins 250 AMA National Championship riding a production-based YZ250.
- 1985: Broc Glover (Yamaha) wins 500 AMA National Championship riding a production-based YZ500.
- 1986: David Bailey wins the Anaheim Supercross, January 18, riding a Honda CR250R. A new era in motocross begins. —*Dain Gingerelli*

Continued

Jardine RUMBLERS

STAGGARD DUAL MUFFLERS

'83-'85 HONDA SHADOW 700/750

Our Rumblers Staggered Dual Mufflers are available for Honda, Yamaha, Suzuki, and Kawasaki V-Twins. Our new systems give V-Twins the finishing touch in sound, horsepower and style that have made twins famous. Available in tapered ends or balony cut ends. Available from your local dealer for a suggested $135.00 or contact:

SUMMIT INDUSTRIES, INC.
1826 DAWNS WAY, FULLERTON
CA 92631
(714) 491-0414

CYCLE GUIDE **Your Copies Handsomely Displayed and Protected.**

BINDERS

Use these attractively designed library cases, in binder or slip-style to keep an organized, preserved referral to your collection of CYCLE GUIDE issues.

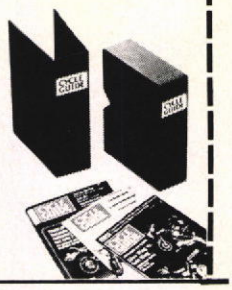
These durable organizers come in rich burgundy and are crafted in handsome simulated leather.

Each case or binder holds up to 12 issues of your valued CYCLE GUIDE.

LIBRARY CASES are $6.95 ea., 3 for $20.00, and 6 for $36.00. BINDERS are $8.50 ea., 3 for $24.75, and 6 for $48.00.

Post paid in USA. Add $2.50 per unit for orders outside USA.

Satisfaction guaranteed or money back. Allow 5 weeks for delivery.



CYCLE GUIDE, P.O. BOX 5120 PHILADELPHIA, PA. 19141

Please send me ☐ CYCLE GUIDE binders $8.50 ea. ☐ 3 for $24.75, ☐ 6 for $48.00, ☐ slip cases $6.95 ea., ☐ 3 for $20.00, ☐ 6 for $36.00.

Orders outside USA add $2.50 per file for postage and handling. Payment must accompany order.

NAME _____

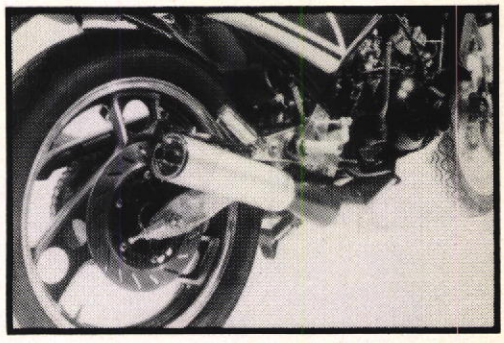
ADDRESS _____

CITY _____ **STATE** _____ **ZIP** _____

RZ 350* ALLSPEEDS...
here's what's been said by some experts!

. . . the system that gives the best power increase without a substantial noise boost is the **ALLSPEED** system.

Cycle World, Jan. 86



. . . after examining a garage-full of RZ replacement pipes, we settled on an **ALLSPEED** system from **RSC Performance**; we found it significantly increased low- and mid-range power, without crippling the bike's top end . . . the engine has more power all the way up to 10,500 r.p.m. . . .

Cycle Guide, Dec. 84

. . . with a sidewind gusting at around 20 mph, the Yamaha made five passes . . . the quickest at 121.80 mph. This compares to the 113 mph we ran on the stock machine.

Mechanics, (U.K.), Mar. 84

ALLSPEED systems start at **$205.** Come by and visit our new full-line retail store! ***Now for the RD 350/400.**

RSC Performance
1740 Cobb Parkway, Marietta, GA 30062
(404) 953-6851; 953-1985

CYCLE GUIDE

ONE-STOP SHOPPER space is available in 1", 2", 2½", and 3" by one column width only.

RATES PER INSERTION

3-issue rate: 3"—$320; 2½"—$275; 2"—$220; 1"—$115
6-issue rate: 3"—$310; 2½"—$265; 2"—$210; 1"—$110
9-issue rate: 3"—$305; 2½"—$255; 2"—$207; 1"—$107
11-issue rate: 3"—$300; 2½"—$245; 2"—$195; 1"—$105

CONDITIONS: Minimum 3 insertions within contract year. Copy may not change during 3 time insertion period. Agency discount does not apply for ONE-STOP SHOPPER rates: For more information contact: CYCLE GUIDE, Marcel Fortney, 213 328-5700.

One-Stop Shopper

CARL'S HONDA
Genuine Honda Parts & Hondaline Accessories
OVER HALF A CENTURY OF GREAT SERVICE
Dealer's inquiries invited
800-221-7508
NY STATE 800-522-1566
LOCAL 718-257-0602
Carl's HONDA ™
24-HOUR COMPUTERIZED PROCESSING

BUB ENT.
408-298-2826
800-624-5176
Performance & Replacement Exhausts For The Popular & Not So Popular Motorcycle.
785 East Brokaw Road
San Jose, CA 95112

THE FINEST MOTORCYCLE CLOTHING IN THE WORLD
Langlitz Leathers
The finest custom made leathers for the pleasure or sport rider. Factory direct only. Catalog available.
Send $1.00 for CATALOG (Refund on first order)
2447 S.E. DIVISION, PORTLAND, ORE. 97202

(714) 631-1770
WEB-CAM
PERFORMANCE CAMSHAFTS
Send $3 for complete catalog.
1663 Superior Ave. • Costa Mesa, CA 92627

Manufactures and Distributors of Quality Motorcycle Parts.....Specializing in Front Ends for 12 Years.....
FORK TUBES FORK SEALS TWEEK BARS
20,000 pair of Forks in stock. For 90cc to 1300cc. UNDER – STOCK LENGTH – EXTENDED FORKS. Fork Seals for Street and Dirt Bikes. Check out our Bushings, Cap Nuts, Cables and More... Order by the Year, Make, Model and Length.
Catalog $1.00
EXPERT CYCLE
P.O. Box 4152 • Chatsworth, CA 91313 • 818-998-0238

ROAD RACING AND SUPERBIKE EQUIPMENT
We have it all. Fairings and fiberglass, suspension and handling, horsepower and brakes, exhaust and caburetion, street and racing tires, tools and hard to find performance items at satisfying prices. The most complete selection in America today. For 84 page catalogue and stickers, send $2.00 (Foreign $5.00 U.S.)
RACERS SUPPLY
7066 Van Nuys Blvd., Van Nuys, CA 91405

TRIUMPH • BSA Parts
Freight Paid, Orders Over $100.
Catalogue $3.00
MOORES CYCLE SUPPLY
49 CUSTER STREET, W. HARTFORD, CT 06110
PHONE (203) 247-1689

Kutter
$375.00
FAIRING MOUNT WINDSHIELD
CARGO TRAILER
$559.95
REPLACEMENT WINDSHIELDS FOR MOST FAIRINGS
2" TALLER $44.50
REG. HEIGHT $34.50
WRAP-A-ROUND WINDSHIELD
Honda Windjammer, Kutter, Pacifico And Many Others
$49.95
Kutter Products
1744 Falls Avenue
Waterloo, IA 50701
Send For Free Catalog
319-236-9606

SUZUKI PARTS WAREHOUSE
GIGANTIC INVENTORY
"WE'VE GOT THEM ALL"
TOLL FREE 1-800-323-0078
In Ill 1-312/894-4661
COD • VISA/MC/AM EX
Low Prices Fast Service
ORDER DIRECT & SAVE!!
MIDWEST ACTION CYCLE
617 W. Wise Schaumburg, IL 60193

NEW
HONDA SUZUKI YAMAHA KAWASAKI
4-IN-LINE RACING CARBURETOR BOLT-ON KITS for most Japanese motorcycles
MOTOCROSS DRAG RACING ROAD RACING HI-PERFORMANCE RIDING
RACE PROVEN
MALOSSI
• COMPLETE BOLT-ON KITS •
Throttle Bore Sizes: 30 mm-37.5 mm. Some models available with built-in accelerator pumps. Everything needed is supplied including the correct jetting.
• 20% PLUS HORSEPOWER GAIN •
The Malossi's not only have a great low end and mid-range, but an almost limitless top-end, plus, its smooth idling characteristics.
• 2 NEW TRACK RECORDS! •
2 new records out of the box. The Rivera/Malossi Kits work! This is the latest racing technology available, from years of testing and winning racing.
For more information, send $1 for 4 page color catalogue, or call our performance engineers.
RIVERA engineering
"QUALITY & PERFORMANCE"
6416 S. Western Ave., Whittier, CA 90606
(213) 693-4273

CYCLESPORT
THE FUTURE IS HERE
FREE CATALOG
CALL TOLL-FREE
1-(800)-228-6412
IN CA (818) 781-0738
QUALITY, STATE-OF-THE-ART NAME BRAND ACCESSORIES AT DISCOUNT PRICES. THE FUTURE IS HERE TODAY . . . THIS CATALOG IS A MUST FOR THE SERIOUS SPORT BIKE ENTHUSIAST. THE LATEST, UP-TO-DATE PERFORMANCE PRODUCTS FOR YOUR STREET MACHINE. CALL OR WRITE FOR YOUR 1985-86 CATALOG.
CYCLESPORT, 7437 VAN NUYS BLVD.
VAN NUYS, CA 91405, (818) 781-0738
OUTSIDE CALIFORNIA: 1-(800)-228-6412

BATES
Fast Lane® Touring Boots
for Men & Women
"Probably the most comfortable motorcycle boots on the market today"
Fast Lanes are American made and sized with Goodyear soles and heels. Made from soft durable leather with shifter patches and padded ankles for comfort. Mens version has full length rear zipper, womens has rear zipper and "adjusta-fit calf section.
Mens sizes - 7, 7½,-13. D width $130.00*
Womens sizes - 5, 6-10. B width $130.00*
*plus $5 shipping, CA Res. add sales tax. Visa, M/C O.K. Call for more details or send $3 for complete catalog.
Bates Industries Inc., 636 W. 16, Box 240GF
(213) 435-6551 Long Beach, CA 90801

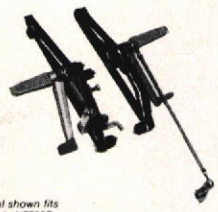
SYNTHETIC LUBRICANTS
CASTOR LUBRICANTS
OCTANE BOOSTERS
POWER ADDITIVES
RACING GAS

CATALOG

800-242-0489

KLOTZ-POWER TO GO
P.O. Box 11343
Fort Wayne, IN 46857
Tech Info. 219-749-0489

...FOR THE SPORTRIDER...
Raask:s REAR SETS
...REALLY MAKE A DIFFERENCE!



Change your rider position and get better handling and control. Rear Sets to fit over 160 Japanese and European cycles from Kaw. HI-500 to Laverda 1200. All necessary hardware included for easy installation. **Prices range from $135.00–$155.00**/Sug. Retail

Model shown fits Honda VF700F, 750F, VF1000F

Controls & pegs move back 5" - 10"/ 1½" - 3" higher depending on model

ALSO AVAILABLE FROM NOVELLA...
FUBARS TOP FORK CLAMPS CLUBMAN BARS CLIP-ON BARS LUGGAGE RACKS
ORDER TODAY!
SEND $2.00 FOR CATALOG VISA MC COD Money Order
CONTACT YOUR LOCAL DEALER OR ORDER DIRECT

NOVELLA LTD.
P.O. BOX 947 DEPT.5-4, PALATINE, IL 60078
...Dealer Inquiries Invited...PHONE: 312/359-2666

STOP FAST

- *Famous PM quality, American made & serviced*
- *Race tested & proven, PM stops Jim McClure's 1st 7 second Harley*
- *High performance "billet" caliper*

Send this ad & $3. for wheel & brake catalog.

Performance Machine, Inc.
15520 Illinois, P.O. Box 927
Paramount, CA 90723
(213) 634-6532

SINCE **KAWASAKI PARTS** 1966
Phone: (412) 423-4553
ONE OF THE LARGEST PARTS STOCK IN THE U.S.A.
We also have parts for the older models.
Same Day Mail Orders
STATE Model, Year
Frame & Eng. NOS.
CYCLE SPORTS
R.D. 1, Box 151A
Mt. Pleasant, PA 15666

FIREWORKS
Fun, safe, patriotic; top quality, lowest prices; illustrated catalog-$1 (refundable)
Pyro-Sonic Devices
Box 711 CG6
Grand Haven, MI 49417

BSA BMW TRIUMPH NORTON MOTO GUZZI
PARTS SHIPPED NATIONWIDE DAILY
NEW—USED—RECONDITIONED
(No catalogs—just tons of parts)
C.O.D.'s Welcome
EURO CYCLE IMPORTS INC.
1925 N. MacArthur, Okla. City, Okla. 73127
CALL TOLL FREE (800) 527-5544 • Okla. Res. (405) 787-3440

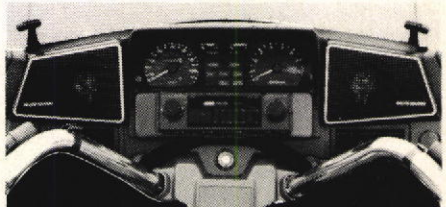
"THE ARM"...
AN ALLOY SWINGARM EQUAL TO ANYTHING FOUND ON THE MOST EXOTIC FACTORY RACE BIKES FOR MOST ALL MAKES AND MODELS.
OFFERING UNPARALLELED QUALITY AND PERFORMANCE EACH ARM IS HANDMADE AND AVAILABLE IN CUSTOM LENGTHS AND CONFIGURATIONS.
PRICES START AT $299.00.
FOR INFO CALL... (714) 779-0123
CALFAB INC
DEALER INQ. INVITED
4527 E. LA PALMA AVE. ANAHEIM CA 92807

Superior starting power.

Save Now on Long Lasting Performance.

12N7-4A	$19.95
12N12A-4A-1	$21.95
12N14-3A	$24.95
YB10L-A2	$31.95
YB12A-A	$30.95
YB14L-A2	$32.95
YB16B	$35.95
Y50-N18L-A2	$42.95
12H12	$35.95

Other sizes available at sale prices, give us a call.
All motorcycle batteries warranted for 1 year.
We specialize in hard to find batteries.
Free: 1 amp battery charger with 12 volt battery purchase.
Battery Warehouse
11622 Reistertown Rd., Reistertown, MD 21136
(301) 833-5120
MC/Visa/COD Add $4.00 for shipping.

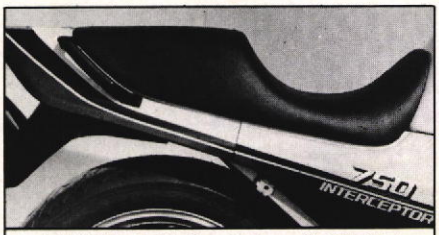


SOUNDS as good as it LOOKS!
All Cycle Sound components are designed and engineered to enhance the appearance of your motorcycle while providing you with the best stereo on the road. Complete sound systems are available with your choice of radio for the Honda Interstate, Yamaha Venture and over 32 brands of fairings. For more information call:
1-800-531-5352
Texas (512) 438-2211
((cycle sound))
P.O. Box 41
Bulverde, TX 78163

FOR THE NEW **EVOLUTION SPORTSTER 883**

American Styling, Made in America
Now Available! Tapered & SS-style slash-cut muffler pipes & 40" drag pipes to fit new **Harley-Davidson Evolution Sportster 883**. Tapered style shown, No. PHD-116-T. Uses stock floating flange. Includes mounting hardware. ***Also available in Black Chrome.*** See your Cycle Shack, Inc. dealer today. Send $10 for t-shirt & catalog (state size).

CYCLE SHACK, INC.,1104 San Mateo Ave. South San Francisco, CA • (415)583-7014



ENDURO™ Saddles $49.95
Available In Colors
5 Minute Assembly
One Year Warranty
Interceptor 770/750, Ninja 900CC GPz monoshocks, others soon.
ENDURO MOTORSPORTS
21-58th PL. LONG BEACH, CALIF, 90803
(213) 434-7318

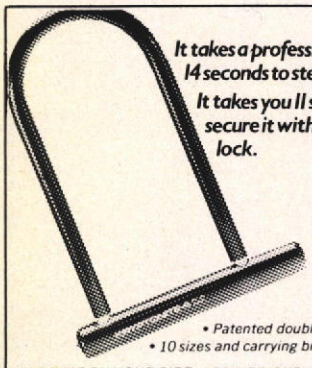
Get into a Great Career as a **MOTORCYCLE MECHANIC**

Train at home in spare time!
Today's the day to "rev up your life" and go all out for a great career in the motorcycle industry! The more bikes on the road—both new and used—the greater the need for maintenance. Skilled mechanics make good money...can work for others or start their own shops. We show you how step by step. No need to quit school or job. Get free facts. No salesman will visit you. **MAIL COUPON TODAY**

Rush coupon for FREE FACTS

North American School of Motorcycle Repair TSA
925 Oak St., Dept. EM036 Scranton, PA 18508
Name _____ Age _____
Address _____
City/State/Zip _____
Phone ( ) _____

One-Stop Shopper



It takes a professional thief 14 seconds to steal your bike.

It takes you 11 seconds to secure it with a Kryptonite® lock.

©1985 KBL Corp. All rights reserved

- *Patented double-locking design.*
- *10 sizes and carrying brackets available.*

PUT TIME ON YOUR SIDE. LOCK IT RIGHT WITH KRYPTONITE!

KRYPTONITE®

Write for free brochure. *THE DIFFERENCE IS PROTECTION.*

KRYPTONITE® BIKE LOCK CORPORATION 95 Freeport Street, Boston, MA 02122 (617)265-4800

ATTENTION

HARLEY ENTHUSIASTS

Nostalgia-Cycle has 4,250 stock replacement, antique reproduction and performance parts for your Harley.

Our huge inventory of Harley Replacement parts is as near as your phone since we ship U.P.S. C.O.D. anywhere in the U.S.A. You can also obtain a 20% discount on most items by mail.

Nostalgia-Cycle's is the nation's largest distributor, manufacturer of O.E.M. replacement parts for Harley cycles.

BENDIX CARBURETOR

Replaces Part No.	Description	Price
27152-71	Carb, Bendix	$110.00
27132-72	Carb repair kit, Bendix	$21.50
27000-76	Carb repair kit, Keihin	$11.50

CALL US, WE SHIP UPS COD ANYWHERE IN THE USA (714) 891-6263

Send $1.95 for the third edition of the Nostalgia-Cycle catalog. Over 190 pages, to rebuild, restore, or modify your Harley.

Nostalgia-Cycle, 5761 Engineer Dr., Huntington Beach, CA 92649 714/891-6263

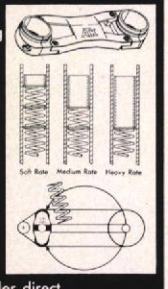
SUSPENSION TUNING KITS

Equip your bike with the suspension components used by the pros, endorsed by magazines and the California Superbike School. All models.

ATK FORK BRACE: Improve steering response and reduce fork flex with the finest quality brace on the market. Aluminum or black finish. Easy bolt-on. $69.95.

ATK FORK SPRING KIT: Precisely dial-in the spring rates of your front forks for smoother action, better handling stability and control. $49.95.

A-TRAK CHAIN TORQUE ELIMINATOR: Improved handling control and stability. $119.00



See your dealer or order direct.

TOLL FREE FOR ORDERS ONLY (800) 854-4023

ATK 2560-C Walnut Ave., Tustin, CA 92680 (714) 731-5114

CBX SMOOTH-BORES

RICK'S TRICKS, INC.

7400 LANTERN ROAD, INDIANAPOLIS, IN. 46256

1-317-783-2916

New for V45

Magna, Sabre & Interceptor. Road & Track cams plus complete valve-spring kits. Springs also available for the V30 500 Interceptors. Call or write for Catalog & Technical Reference Manual #13. $4.00—refundable (714) 492-8585

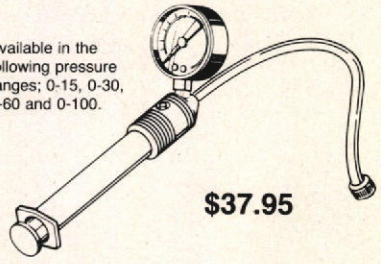
Norris Cycle Products

1711 N. El Camino Real San Clemente, CA 92672

RPS GAUGE MOUNTED PUMPS

Ideal For Precise Tire, Fork And Shock Adjustment!

Available in the following pressure ranges; 0-15, 0-30, 0-60 and 0-100.



$37.95

Prices are retail and subject to change without notice.

Send self-addressed envelope for free decal and brochure.

Contact your local dealer or

RICHTER PERFORMANCE SYSTEMS

2850 East 29th Street, Dept. 5

Long Beach, California 90806

(213) 426-3498

THE ULTIMATE RIDING APPAREL BY *THURLOW*

HANDCRAFTED AMERICAN DEERSKIN, SOFTEST YET STRONGEST OF LEATHERS

STANDARD SIZE OR CUSTOM MADE

WATER REPELLENT WASHABLE

ALSO PANTS, CHAPS, VESTS, GLOVES, BOOTS

ASK NAME OF CUSTOMER REPRESENTATIVE IN YOUR AREA

"ASK THE MAN WHO WEARS A THURLOW"

catalogue $2.00 includes leather samples

619-279-9004

Visit our factory showroom!

HANDCRAFTED DEERSKIN SEAMLESS PALM GLOVES

ULTIMATE FIT, COMFORT, DURABILITY

THURLOW LEATHERWORLD

4807 MERCURY STREET, DEPT. L, SAN DIEGO, CA 92111

NOR TRIUMPH BSA

M.A.P. CYCLE ENTERPRISES

MFG/DIST-NEW/USED-STOCK/CUSTOM

Worldwide shipping/send $3 for catalogue.

(813) 381-1151

7165 30th Ave.. N.. St. Pete. FL 33710

Mike Corbin

800-538-7035 U.S.A.

800-662-6296 in CA

GS1100E '82 & '83 "Gunfighter"

159. CREDIT CARDS OK

UNION CYCLE SALVAGE

Large supply of new old stock parts for U.S. & Italian H-D, Honda, Suzuki & Kawasaki. **Save 40% to 75%** on used parts for all makes, models, and years. Mastercard, Visa & American Express, UPS Daily.

6345 Long Drive, Houston, TX 77087

(713) 643-1012

TUES-SAT 10AM-5PM **(408)476-3663**

Britalia Motors

Norton BSA DUCATI TRIUMPH Italjet MOTO GUZZI CAGIVA MATCHLESS

2541 So. Rodeo Gulch Rd. #5 Soquel, CA 95073

WE HAVE IT NOW!

parts shipped UPS daily PRE PAY OR COD

HUGE CATALOG-$6.00 POSTPAID

DENVER USED MOTORCYCLE PARTS INC.

NEW AND USED PARTS OF ALL DESCRIPTIONS

UPS DAILY

MAJOR CREDIT CARDS

DUNLOP CARD

DEALER INQUIRIES INVITED.

1618 LAFAYETTE DENVER, CO. 80218

(303)837-9817

Five-position, self-locking ratcheted face shield features one-finger operation—even with gloves!

After three years of extensive R&D, Lazer's new aero-dynamic LZ2 updates the standards of design excellence for motorcycle helmets. Special LZ2 features include: • New open/close ventilation system for better cooling and defogging • Unique front spoiler reduces drag, lessening rider fatique • Anatomical design and luxurious velour interior for added comfort and safety • Thick injection-molded, recessed face shield for quieter riding • Quick release buckle for use with gloves • Ronfalin® TX-60 construction, a hi-tech solvent-resistant material which meets or exceeds domestic and international safety standards • Available in red, black, white, metallic silver, metallic red, and metallic charcoal grey.

SIZES XS,S,M,L,XL 89.95

PLEASE STATE HEAD MEASUREMENT

Inventory Clearance Sale!

Limited Time Only

$99.95 Retail / Was $189.95

Complete Seats: Double Bucket; Single Bucket; and LTD Style.

This sale is limited to certain models in stock. Hundreds of models to choose from, Honda (GL1000 included) Yamaha, Suzuki, Kawasaki, and BMW.

Hang 2

1543 Truman Street San Fernando, CA 91340 (818) 365-8461 Outside CA 800-HANG-TWO

---

eastern cycle salvage, inc

RECYCLED CYCLES

USED PARTS

All makes and models Save up to 50% Many early and late Japanese & obsolete British parts in stock **1 DAY SERVICE**

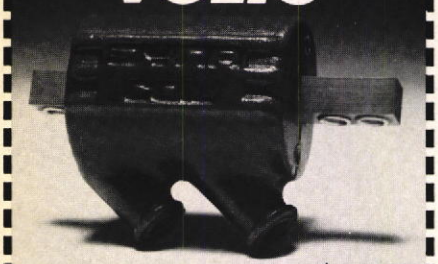
VISA, MASTERCHARGE OR COD

WRITE: Dept. M, 87 PARK ST. BEVERLY, MASS. 01915 (617) 922-3707

INCREASES INTERCEPTOR SPEED
Quality, ABS Plastic Lowers,
OEM Paint, Frame Mounted. $239.95
SURFACE EXPLORATIONS INC. **415-322-1200**
P.O.Box 1617, Palo Alto, CA 94301

ATTENTION BIKE LOVERS
DON'T MISS OUT ON THIS ONE!

If you eat bikes and sleep bikes . . . then why not wear bikes! We have the largest selection of rare and "El Neato" custom made motorcycle belt buckles, key tags, and hat pins. Very affordable and great for gifts to your favorite guy, gal, riding buddy, or yourself. Send $1.00 check or money order (refundable with 1st order) for a complete brochure to: **R & L CYCLE PRODUCTS, P O BOX 22375, HON., HI 96822**
In Hawaii see our complete selection at:
Glenn's Cycle Supply; 3703 Waialae Ave.; Hon., Hi. 96816

DYNA-MITE VOLTS

1. Highest energy and 35,000 volt output.
2. Improves overall performance.
3. 12V & 6V single or dual tower models.
4. 6 month warranty.

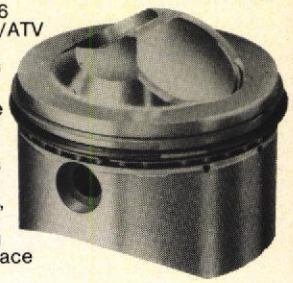
$84.95 Per Pair Suggested Retail

Send this ad for a FREE catalog.
KV Products Inc., 1060 E. Cypress St.
Covina, CA 91724 (818) 967-3786
KV PRODUCTS

RELY ON US FOR YOUR MOTORCYCLE PLATING NEEDS
QUICK TURN AROUND TIME
CENTRALLY LOCATED
DEPENDABLE SERVICE
ALL WORK GUARANTEED
FAMILY OWNED & OPERATED
26 Years In Same Location
CHROME & GOLD
STEEL & ALUMINUM
GIFT CERTIFICATES
T SHIRTS AVAILABLE
Call or write for free Information, give make of cycle
BROWN'S PLATING SERVICE
ROUTE 5, BOX 534, DEPT. 703
PADUCAH, KY 42001-9040
PHONE: 502/554-1146

ADVERTISERS

Amer. Honda Motor Co., Inc. Cov.2-3,36-37, 78-79,112-113
American Motorcycle Inst. 42
American Motorcyclist Assoc. 41
Ampersand Int'l/Arai 103
Andrews Products, Inc. 109
ATK Leitner Corp. 120
Barnett Tool & Eng. 106
Bates Leather Shop 118
Battery Warehouse 119
Bell Helmets 38
Bieffe USA 5
BMW of North America, Inc. 93
Britalia Motors 120
British Marketing 121
Brown's Plating Service 121
BUB Ent. 118
Cal Fab, Inc. 119
Carl's Honda 118
Carrera Helmets 100
Classic Motorbooks 50
Competition Access. 104-105
Competition Chemicals 41
Continental Products Corp. 44-45
Mike Corbin 120
Cosmopolitan Motors Inc. 116
Criterion Insurance Co. 43
Cycle Shack, Inc. 119
Cycle Sound 119
Cycle Sports & Service 119
Cyclesport 118
Dainese 107
Dairyland Insurance 77
Denver Used M/C Parts 120
DG Perf. Specialties, Inc. 74
Dyna Tour Corp. 49,97
Eastern Cycle Salvage Inc. 120
Eclipse, Inc 109
Electro Cycle Prod. 53
Enduro Motorsports 119
Esprit 51
Euro Cycle Imports 119
Expert Cycle 118
F-1 Mufflers 68
Factory Pipe Products 110
Fram 75
Arthur Fulmer 87
Hang 2 120
Harley-Davidson Motor Co. 14-19
Intersport Fashions West, Inc. 11
IRC 72
Kal-Gard 53
Kawasaki Motor Corp. 20-21,88-89
Dennis Kirk 108
Klotz 119
Kryptonite Bike Lock Corp. 120
Kutter Products 118
KV Products 121
Langlitz Leathers 118
Lazer Helmets 111
Lazer NRG-Saver 67
M.A.P. Cycle Ent. 120
Midwest Action Cycle 118
Moore's Cycle Supply 118
Motorace 47,58
M/C Mechanics Institute 116
Moto-X Fox 46,121
National Cycle 40,94
Nippondenso Supercross Series 70
Nissan Motor Corp. USA 59-66
Norris Cycle Products 120
No. Amer. School of M/C Repair 119
Nostalgia-Cycle 120
Novella Ltd. 119
Performance Machine, Inc. 119
Pichler of America 51
PJ1 Corp. 32
Pro Rider Benefit Fund 69
ProMan 95,114
Pyro-Sonic Devices Corp. 119
R & L Cycle Products 121
Racers Supply 118
Richter Perf. Systems 120
Rick's Tricks 120
Rivera Eng. 118
R.J. Reynolds/Camel Cov.4
R.J. Reynolds/Winston 99
RK Chain 110
RSC Performance 117
Safety 4th Novelty Co. 121
Shoei Safety Helmet Co. Cov.3
Star Cycle Accessories 71
Summit Industries 117
Surface Explorations 121
Targa Accessories, Inc. 39
Telefix 42
Thurlow Leatherworld 120
Tracy Fairings 46
Union Cycle Salvage 120
U.S. Suzuki Motor Corp. 54
UST, Inc. 6
Vance & Hines 48,106
Vetter Products 76
Web-Cam, Inc. 118
Wiseco Piston Inc. 121
Yamaha Motor Corp. 12-13,102
Yoshimura R&D of Amer. 115
Y P.D.I. 52
Yuasa General Battery 90

FREE!
WISECO PERFORMANCE PISTONS
1986 Motorcycle/ ATV Piston Catalog

★ New 1986 Motorcycle /ATV Pistons and accessories in stock.
★ Complete inventory of pistons and accessories for 2 and 4 cycle ATV's, Motocross, Street, Drag and Road Race Bikes.
★ Call for your FREE 1986 Motorcycle /ATV Piston and Accessory Catalog Today!
WISECO PISTON INC.
7201 Industrial Park Blvd., Mentor, OH 44060
1-800-321-1364 (USA)
1-800-362-1368 (OH)
WISECO PISTON CANADA, INC.
178 Ingersoll Rd., Woodstock, Ontario N4S 7X6
1-800-265-1029
1-800-265-1918 (Ont.)

FIREWORKS
CLASS "C"—U.P.S. IN UNITED STATES
SEND FOR FREE. WHLSE CATALOG
SAFETY "4TH" NOVELTY CO. INC.
BOX 47, HAMMONDSVILLE, OH 43930
PHONE: 1-216-532-2602

Norton SPOKEN HERE
"BRIAN SLARKS" BRITISH MARKETING
We Ship Daily –*ANYWHERE*–! We specialize in genuine Norton Factory replacement parts, accessories, electronic ignition, etc.
27324 Camino Capistrano #139
Laguna Niguel, CA 92677
(714) 643-2902 Call for a catalog

StreetPaws
A best buy! Fox StreetPaws look great and feel great. Made of soft leather with vented nylon finger side-panels. Double leather at wear points. Suede on finger cleans face shield

Colors: Black/Red; Black/Blue; Grey/Red; Grey/Blue or All Black.
Sizes: S,M,L,XL.
Only $19.95
Use Visa, MC or AmExp.
CALL (408) 371-1221.
Send $1 for 64 page color catalog.
FOX **520 McGlincy Campbell, CA 95008 U.S.A.**

Setting It Right

Velocity Is A State Of Grace

Dashing away with the smoothing iron.

• Newton's Laws of Motion having been around for such a long time now, it is surely high time that at least some of them were repealed. For instance, anyone who believes that a body will continue its uniform motion unless acted upon by some external force has clearly never ridden a motorcycle.

On the other hand, I would be sad to lose the best known of Sir Isaac's tricentennial trilogy, the one stating that to every action there is an equal and opposite reaction. It rings true: When I begin to be frightened, I begin to close the throttle.

It is that process of beginning that makes all the difference, which explains an action, a reaction, a *motion* that is gradual rather than sudden. By beginning the world was created; the sudden action, represented by pressing a button that is either on or off, is what many people fear will end it. Certainly many a motorcyclist's world has ended because he treated some control, probably the throttle or brake, as an on/off switch instead of a variable rheostat.

Hi-fi experts have a devastating comment, intended to dismiss the claims of digital reproduction of analogue music, which fits our bill rather well: Every note begins at d.c. Correspondingly, every control action should begin from nothing and progress smoothly to its full realization. This does not mean that the progress need be slow, but it must be *smooth.* Thus is the secret of really powerful braking, and of usefully tractable engines, and of maintaining steering geometry as it should be by avoiding sudden disturbances in the pitching plane. It is what makes fast riding an art instead of a mere venture, and it is what makes a good racing motorcycle a good road motorcycle.

Some years ago, when sundry ambitious professional riders (actually I am reluctant to allow them the dignity of a profession—let us call them "riders to the trade") complained about the danger of the Tourist Trophy course on the Isle of Man, stalwarts of the TT felt it necessary to explain to them that *the throttle worked both ways.* So it does; and it also works (given decent tuning) in an infinity of positions between fully open and fully closed. All those intermediate stations are there to be used, and the rider who avoids them by snapping

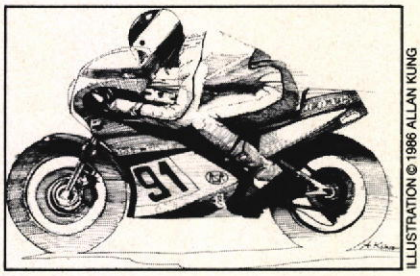


ILLUSTRATION © 1986 ALLAN KUNG

from one extreme to the other is missing a lot. He is missing the use of an instrument that, by smoothing his passage, actually makes it easier for him to go as fast as possible. In addition, he is missing his true vocation, which is not that of a rider but more probably that of stonebreaker; and, most of all, he is missing in the head.

I know that it is considered desirable in many sections of American society, especially in such sporting circles as motorcyclists see themselves inhabiting, to be brave, positive and unhesitating in all that one does, not least in the face of danger. But, please, a good clean Yank does not have to be the same as a good strong jerk. A throttle is something to be progressively dilated, not to be broken open—and the same goes for its closure. Nor does one have to go all the way: Moderation in all things (including moderation!), as counseled by one of the those Greeks (was it Socrates?), embraces the art of riding at part-throttle; and a fine art it is.

Roads develop this art; tracks and purpose-built arenas corrupt it. Currently, the greatest exponent of real roadracing is an Irishman called Joey Dunlop, who last year won every major race run on real roads. Most taxing of all those races is still the TT, and to see how well he dealt with that longest and least artifical of course, you should see the film I saw of a lap of the Island, taken from aboard the RVF Honda that Dunlop rode so successfully. The impression given as the film unreels is of an almost steady state: It is remarkable how much of the time Dunlop spends in fourth and fifth gears, how little the revs vary (the tachometer is always visible on the screen), and how little the Honda seems to pitch. Considering the alarming variations in direction and inclination of the road—not to mention evident hazards such as changing surfaces and unpredictable riders sharing the road—you might expect the Honda to be bounding and tweaking all over the show, with Dunlop using all the gears and all the rev-range and all of everything he could lay his hands on. Not a bit of it—and the only explanation must be that he is using all the range of throttle opening. Riding a motorcycle is a matter of equilibrium, after all; what Dunlop demonstrates is the art of balancing what is available against what is admissible.

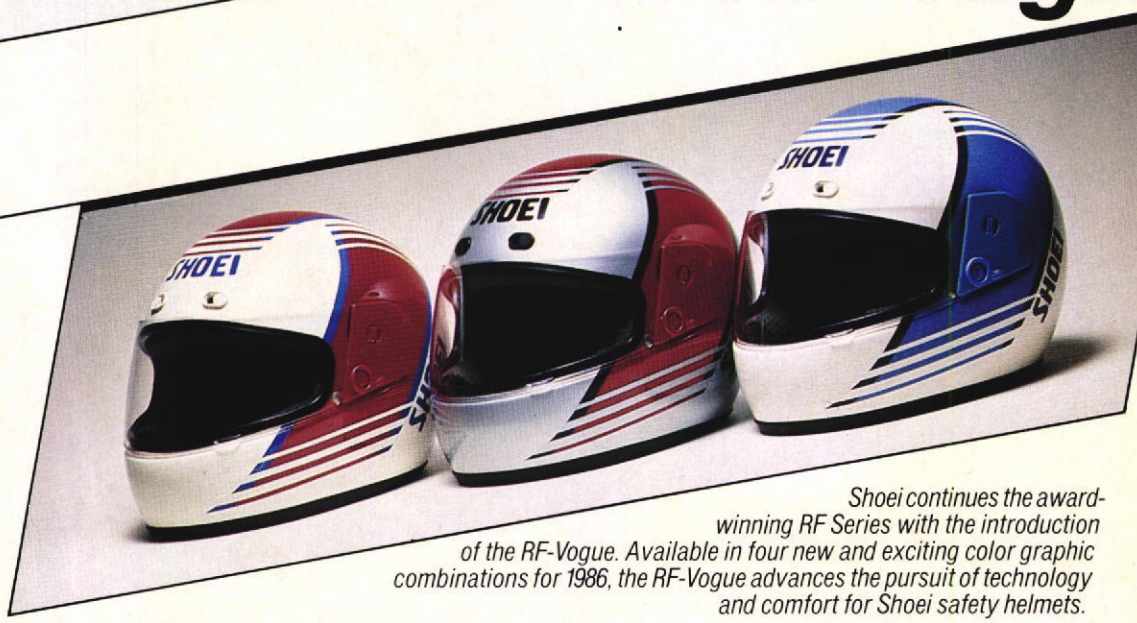
In my own lesser way, I have found the same thing, which is why I have found real roadracing bikes, built for such circuits as Spa and Le Mans, a delight on the open road and even in London traffic. Machines that are intended for trackracing in the modern commercial style of Grands Prix, where everything is subordinate to acceleration out of the corner, would just be a painful embarrassment.

Not that I have tried one. The nearest I have approached is with the NS400, which is a roadbike even if it is also a highly tuned three-cylinder two-stroke with styling intended to make any gullible young owner think that his name is Spencer. But this puts me in mind of another highly tuned three-cylinder two-stroke, the notorious H1 Kawasaki 500 Mach III. That thing struck terror into many a sternly nurtured heart, and yet I found it just an interesting device that went very well, although it did not steer or stop or fit particularly well, and even though it shook one or other of its three carburetors apart every 50 miles. Fast? Yes, pleasantly fast.

Unpleasantly, said all the others. I was amazed by their accounts of the horrors it could perpetrate. It was said that when one snapped the throttle open in mid-corner, the front wheel would aviate, and by the time it had come down to earth again, it would be a foot of two off course, with frightening consequences. I should jolly well think so! I could not possibly bring myself to snap the throttles open in mid-corner, even if I wanted to, on anything that was fast enough to have me close them previously. So while the rider provides the grace in manner, let the motorcycle look after the decisiveness in action. And never, ever, try to take Nature by surprise.

—L.J.K. Setright

RF-Vogue



Shoei continues the award-winning RF Series with the introduction of the RF-Vogue. Available in four new and exciting color graphic combinations for 1986, the RF-Vogue advances the pursuit of technology and comfort for Shoei safety helmets.

With a shell construction of precision-molded Kevlar and fiberglass, for a super-strong yet lightweight helmet, we've mounted a 3-dimensionally curved shield of ultra-hard polycarbonate, providing you excellent peripheral vision with virtually no distortion.

Unsurpassed comfort is achieved with our exclusive OCV-Open/Close Ventilation System which directs air through ventilator grooves in the helmet liner, exiting "stuffy" air by way of outlets at the neckline. For even greater airflow, the shield opens to any of 7 latched positions with finger-tip ease.

With the RF-Vogue, Shoei achieves the ultimate; leading the way for others to follow.

Achieving the ultimate
The Shoei RF-Vogue

SHOEI®

Approved: Snell M85, SHCA,AMA. Meets or exceeds DOT218. Sizes: XS through XL.

CAMEL LIGHTS

It's a whole new world.

Today's Camel Lights, unexpectedly mild.

SURGEON GENERAL'S WARNING: Cigarette Smoke Contains Carbon Monoxide.

9 mg. "tar", 0.8 mg. nicotine av. per cigarette by FTC method.

© 1985 R.J. REYNOLDS TOBACCO CO.